

# NOTICE OF PUBLIC MEETING

**TO THE PUBLIC AND RESIDENTS OF VERNAL CITY:** Notice is hereby given that the **VERNAL CITY COUNCIL** will hold a regular meeting on *Wednesday, July 5, 2023 at 7:00 p.m.* in the Vernal City Council Chambers at 374 East Main St, Vernal, Utah.

## A G E N D A

**7:00 P.M.**

### **OPENING CEREMONY**

1. Invocation or Uplifting Thought
2. Pledge of Allegiance

### **STANDING BUSINESS**

1. Approval of the Minutes of the Meeting held June 21, 2023

### **POLICY AND LEGISLATION**

**7:15 P.M.**

1. Request Approval of Salary Scale for FY2024 - Resolution No. 2023-07 – Roxanne Behunin
2. Discussion on Annual Update of the Safety Action Plan - Quinn Bennion
3. Request Approval of CRS Proposal for Surveying – Quinn Bennion
4. Consider Approval of an Addendum #1 to the BHI Zions Block Construction Contract – Quinn Bennion
5. Request by Animal Control Service District to be Included in The Legal Attorney Consortium –Quinn Bennion

### **CLOSED SESSION**

1. Strategy Sessions to Discuss the Purchase, Exchange, or Lease of Real Property, Including any Form of a Water Right or Water Shares.

### **ADJOURN**

NOTE: In compliance with the Americans with Disabilities Act, individuals needing special accommodations during this meeting should notify Quinn Bennion, 374 East Main, Vernal, Utah 84078 or phone (435)789-2255 at least three days before the meeting.

**MINUTES OF THE VERNAL CITY COUNCIL REGULAR MEETING HELD JUNE 21, 2023**

**M**INUTES OF THE VERNAL CITY COUNCIL REGULAR MEETING HELD  
JUNE 21, 2023 at 7:00 p.m. in the Vernal City Council room, 374 East Main, Vernal,  
Utah 84078.

**PRESENT:** Councilmembers Nicholas Porter, Robin O'Driscoll, Ted Munford, Dave Everett, and Corey Foley and Mayor Doug Hammond.

**WELCOME:** Mayor Doug Hammond welcomed everyone to the meeting.

**INVOCATION OR UPLIFTING THOUGHT:** The invocation was given by Councilmember Ted Munford.

**PLEDGE OF ALLEGIANCE:** The Pledge of Allegiance was led by Councilmember Robin O'Driscoll.

**APPROVAL OF CITY COUNCIL REGULAR MEETING MINUTES OF MAY 17, 2023:**  
*Councilmember Nick Porter moved to approve the minutes of May 17, 2023. Councilmember Dave Everett seconded the motion. The motion passed with Councilmembers Everett, O'Driscoll, Munford, Foley and Porter voting in favor.*

**APPROVAL OF CITY COUNCIL REGULAR MEETING MINUTES OF JUNE 7, 2023:**  
*Councilmember Ted Munford moved to approve the minutes of June 7, 2023. Councilmember Corey Foley seconded the motion. The motion passed with Councilmembers Everett, O'Driscoll, Munford, Foley and Porter voting in favor.*

**INTRODUCTION OF LESLIE IVERS - GABBY BLACKBURN:** Gabby Blackburn introduced the new business license clerk Leslie Ivers who was, unable to make it tonight. She has been working hard updating the system and will also do the minutes for the Planning Commission.

**INTRODUCTION OF IVAN MERRELL - KEITH DESPAIN:** Keith Despain explained that Ivan Merrell is the new utility supervisor and has been here for 4 weeks now, and there has been a 180 degree turn in the water department since that time. three more employees have been hired in that department to build the team back up. Ivan Merrell stated he is grateful for the opportunity and spend a lot of years in public safety and utility construction before accepting this job. He stated he is glad to be here. Mayor Doug Hammond stated he appreciates him being here.

**INTRODUCTION OF SYDNEY MILLETT – QUINN BENNION:** Quinn Bennion introduced Sydney Millett, the new innovation hub manager, and indicated he is excited to have her here. She has had a lot of briefings with Lori Haslem and is jumping in and coordinating with

**MINUTES OF THE VERNAL CITY COUNCIL REGULAR MEETING HELD JUNE 21, 2023**

Travis Campbell with Uintah County. She comes to the City from the Chamber of Commerce. Sydney Millett stated they may know her as Sydney Migliori as she just got married and is excited to be here. The Council welcomed her to the City.

**CONSIDER APPROVAL OF BUDGET REOPENER #1 FOR FY2023 BUDGET-ORDINANCE NO. 2023 -10:** Carl Morton reminded the Council of the public hearing for this item at the last meeting. There were not a lot of differences from the original budget. One change is \$150,000 for potholes that was moved to the streets department. The general fund allowed to be retained is 35% of the revenue. The City is over that amount, so funds need to be moved so he suggested the Council approve moving \$1.4 million dollars into the capital improvement fund (CIP) and paying off a CIB bond at a little over \$300,000. Councilmember Corey Foley asked if that bond is the one with the highest interest rate. Carl Morton answered yes it has a 2.5% interest rate. He noted there are two more at 2.3%. Paying off that bond will free up \$80,000 a year. *Councilmember Ted Munford moved to approve Ordinance No. 2023-10 approving the FY2023 budget reopener with the two changes discussed – moving funds into the CIP fund and paying off the bond. Councilmember Robin O’Driscoll seconded the motion. The motion passed with the following roll call vote:*

*Councilmember Munford.....aye;*  
*Councilmember O’Driscoll.....aye;*  
*Councilmember Everett .....aye;*  
*Councilmember Porter .....aye;*  
*Councilmember Foley.....aye.*

**REQUEST TO ADOPT FY2024 BUDGET - ORDINANCE NO. 2023- 11:** Carl Morton reported that this is the same budget during the public hearing with the cost-of-living and salary adjustments approved by the Council. That adjustment is \$360,000. Councilmember Corey Foley clarified the adjustments will be effective August 1<sup>st</sup> and will be approximately \$67,000. Carl Morton agreed. Quinn Bennion reported the one-time adjustment will be calculated at the same time as long as the employee has met their probationary period. Carl Morton stated the benefit line items also had to increase in the amount of \$269,000. Councilmember Nick Porter moved to approve Ordinance No. 2023-11. Councilmember Corey Foley seconded the motion. The motion passed with the following roll call vote:

*Councilmember Munford.....aye;*  
*Councilmember O’Driscoll.....aye;*  
*Councilmember Everett .....aye;*  
*Councilmember Porter .....aye;*  
*Councilmember Foley.....aye.*

**MINUTES OF THE VERNAL CITY COUNCIL REGULAR MEETING HELD JUNE 21, 2023**

**CONSIDER APPROVAL OF CERTIFIED TAX RATE - ORDINANCE NO. 2023 -12:**

Carl Morton explained that every year the County auditor generates a suggested certified tax rate based on the amount of property tax funds received the year before minus any new growth. Based on that formula, the rate actually decreased. The projected property tax is \$427,000 with the certified rate. Quinn Bennion reminded the Council that property tax is roughly 5% of the budget which is good in sense it is a very low, however, it is a challenge when the main tax collected is not as stable as property tax. Councilmember Dave Everett stated his property tax to the City is around \$50 for services provided that is a bargain. Carl Morton reported that is around 3% of the entire property tax bill. After further discussion, Councilmember Nick Porter moved to approve Ordinance No. 2023-12 approving the certified tax rate. Councilmember Dave Everett seconded the motion. The motion passed with the following roll call vote:

*Councilmember Munford.....aye;*  
*Councilmember O'Driscoll.....aye;*  
*Councilmember Everett .....aye;*  
*Councilmember Porter .....aye;*  
*Councilmember Foley.....aye.*

**CONSIDER APPROVAL OF UTAH MAIN STREET PROGRAM TIER 1 AGREEMENT:**

Quinn Bennion reminded the Council of the discussions and work to revitalize downtown. The Utah Main Street program has been reintroduced which also helps enhance and revitalize downtowns. The City has applied to become a tier 1 City under this program and then apply to become a tier 2 City next year. This agreement formalizes the City's interest in the program and is committed to certain things to revitalize downtown. Some of the items required is to have a downtown committee and way to help businesses improve so the City is well on the way to qualify as a tier I. Councilmember Dave Everett moved to approve the Utah Main street program. Councilmember Ted Munford seconded the motion. The motion passed with a unanimous vote with Councilmembers Everett, Munford, Foley, Porter and O'Driscoll voting in favor.

**CONSIDER APPROVAL OF LETTER OF SUPPORT FOR THE UBAOG SELF-HELP HOUSING PROGRAM WITHIN VERNAL CITY:**

Gabby Blackburn explained that Uintah Basin Association of Governments (UBAOG) is requesting a letter to support to set up a self-help housing program in Vernal City. The program helps families, under supervision of a contractor, build homes using sweat equity to cut down on costs. There are qualifications to participate and income guidelines. The participants are required to put in 30 hours per week with the help of family and friends. Quinn Bennion indicated it has been some years since this program has been initiated in Vernal City. There has to be a minimum of four homes and they prefer six. Councilmember Robin O'Driscoll moved to approve submitting a letter of support for this program. Councilmember Nick Porter seconded the motion. The motion passed with the following roll call vote:



**MINUTES OF THE VERNAL CITY COUNCIL REGULAR MEETING HELD JUNE 21, 2023**

*Councilmember Munford.....aye;*  
*Councilmember O'Driscoll.....aye;*  
*Councilmember Everett .....aye;*  
*Councilmember Porter .....aye;*  
*Councilmember Foley..... aye.*

**REQUEST FOR APPOINTMENT OF NEW PLANNING COMMISSION BOARD**

**MEMBER:** Gabby Blackburn indicated there is one last vacant seat on the Planning Commission and Ryan Balch has applied to be involved. He is very involved in community service and she recommended he be appointed. Councilmember Dave Everett moved to approve the appointment of Ryan Balch to the Planning Commission. Councilmember Ted Munford seconded the motion. The motion passed with the following roll call vote.

*Councilmember Munford.....aye;*  
*Councilmember O'Driscoll.....aye;*  
*Councilmember Everett .....aye;*  
*Councilmember Porter .....aye;*  
*Councilmember Foley..... aye.*

**Administrative Reports:**

**Water reduction order:**

Quinn Bennion applauded the other water districts for helping out with the recent water problem at the treatment plant. There were many misunderstanding out there with the need for conservation until the plant could be at full capacity. Councilmember Ted Munford stated usually the plant is able to draw from Red Fleet when there is too much turbidity at the springs, this time that was not the case. Quinn stated this brought up a lot of questions and how the City can do more to get the word out. He thanked Ivan and Keith for their work on this problem. Mayor Hammond noted that the flowers were being watered using the water from the building with a tank in the back yard

**Chip Seal Program:**

SSD1 has a chip seal program and is willing to look at the road by Aggie Blvd. The City's contribution for the project is to sweep and prep the road. They will also add east Main at a cost of \$80,000.

**Business License Issue:**

Gabby Blackburn reported that the motel that was not in compliance with the health department did pass the last inspection.

**MINUTES OF THE VERNAL CITY COUNCIL REGULAR MEETING HELD JUNE 21, 2023**

**ADJOURN:** There being no further business; *Councilmember Nick Porter moved to adjourn. Councilmember Dave Everett seconded the motion. The motion passed with a unanimous vote and the meeting was declared adjourned.*

\_\_\_\_\_  
Mayor Doug Hammond

ATTEST:

\_\_\_\_\_  
Roxanne Behunin, City Recorder

( S E A L )

AWAITING FORMAL APPROVAL

**A RESOLUTION OF THE VERNAL CITY COUNCIL SETTING THE VERNAL CITY COMPENSATION SCHEDULE FOR FY2024.**

**BE IT RESOLVED**, by the City Council of Vernal City that the Vernal City Compensation Schedule for FY2024, Appendix D-E, is hereby amended as follows:

**SECTION 1: APPENDIX A – MAYOR, COUNCIL AND SALARIED EMPLOYEES:**

**APPENDIX A**

<b>MAYOR &amp; COUNCIL</b> <i>Salary Schedule</i> <b>EXEMPT</b>		
<i>Position</i>	<i>Monthly FY2023</i>	<i>Monthly FY2024</i>
<b>Mayor</b>	\$1132	<u>\$1188</u>
<b>Councilmember</b>	\$635	<u>\$667</u>
<b>Planning Commission Member</b>	\$75 / meeting	\$75 / meeting

<b>MANAGEMENT</b> <i>Salary Schedule</i> <b>EXEMPT</b>		
<i>Position</i>	<i>Monthly FY2023</i>	<i>Monthly FY2024</i>
<b>Justice Court Judge</b>	Per State Mandate \$6559 - \$11807	<u>Per State Mandate</u> <u>10,218.95 – 13,138.65</u>
<b>City Manager</b>	\$7468 - \$11,203	<u>\$7842 - \$10,083</u>
<u>City Attorney</u>		<u>\$7000 – \$10,500</u>
<b>Chief of Police</b>	\$6402 - \$9602	<u>\$6721 - \$10,083</u>
<b>Assistant City Manager</b>	\$5657 - \$8485	<u>\$5939 - \$8909</u>
<b>Finance Director</b>	\$5645 - \$8467	<u>\$5927 – 2964</u>
<b>Public Works Director</b>	\$5645 - \$8467	<u>\$5927 – 2964</u>

<b>Airport Manager</b>	\$5549 - \$8324	<u>\$5826 - \$8739</u>
<b>Lieutenant</b>	\$5347 - \$8020	<u>\$5614 - \$8067</u>
<b>City Recorder</b>	\$4480 - \$6720	<u>\$5123 - \$7683</u>

## SECTION 2: APPENDIX B – ADMINISTRATIVE & CLERICAL EMPLOYEES

### APPENDIX B

<b>ADMINISTRATIVE AND CLERICAL EMPLOYEES</b> <i>Pay Schedule - General Schedule</i>			
<i>Position</i>	<i>Grade</i>	<i>Monthly FY2023</i>	<i>Monthly FY2024</i>
<b>Entry Level Clerk</b>	G-3	\$13.13 – 19.70	<u>\$13.79 - \$20.68</u>
<b>Admin Clerk II</b>	G-6	\$15.20 – 22.80	<u>\$15.96 - \$23.94</u>
<b>Deputy Court Clerk</b>	G-6	\$15.20 – 22.80	<u>\$15.96 - \$23.94</u>
<b>Records Clerk / Evidence Technician</b>	G-7	\$15.96 – 23.94	<u>\$16.76 - \$25.13</u>
<b>Utility/Bus. License Clerk With certification</b>	G-7	\$15.96 – 23.94	<u>\$16.76 - \$25.13</u>
<b>Admin Planning Secretary w/o certification</b>	G-7	\$15.96 – 23.94	<u>\$16.76 - \$25.13</u>
<b>Deputy Records Clerk / Social Media Specialist</b>	G-7	\$15.96 – 23.94	<u>\$16.76 - \$25.13</u>
<b>Court Clerk</b>	G-8	\$16.76 – 25.14	<u>\$17.59 - \$26.39</u>
<u>Police Secretary</u>	<u>G-8</u>		<u>\$17.59 - \$26.39</u>
<u>Legal Assistant I</u>	<u>G-8</u>		<u>\$17.59 - \$26.39</u>
<b>Accounting Clerk</b>	G-8	\$16.76 – 25.14	<u>\$17.59 - \$26.39</u>
<b>Admin. Planning Secretary</b>	G-8	\$16.76 – 25.14	<u>\$17.59 - \$26.39</u>
<u>Legal Assistant II</u>	<u>G-9</u>		<u>\$18.47 - \$27.71</u>

<b>ADMINISTRATIVE AND CLERICAL EMPLOYEES</b> <i>Pay Schedule - General Schedule</i>			
<b>Innovation Hub Specialist</b>	G-10	\$18.48 – 27.72	<u>\$19.40 – 29.10</u>
<u>Legal Assistant III / Paralegal</u>	<u>G-11</u>		<u>\$20.37 - \$30.55</u>
<b>Accounting Assistant</b>	G-11	\$19.40 – 29.11	<u>\$20.37 - \$30.55</u>
<b>Accounts Rec./Treasurer</b>	G-13	\$21.39- \$32.09	<u>\$22.46 – 33.68</u>

### SECTION 3: APPENDIX – POLICE DEPARTMENT EMPLOYEES:

#### APPENDIX C

<b>POLICE DEPARTMENT EMPLOYEES</b> <i>Pay Schedule - General Schedule</i>			
<i>Position</i>	<i>Grade</i>	<i>Monthly FY2023</i>	<i>Monthly FY2024</i>
<b>Canine Handling</b>		\$13.00/hr for up to 3.5 hours a week	\$13.00/hr for up to 3.5 hours a week
<b>Reserve Officer</b>	G-11	\$19.40 – 29.11	<u>\$20.37 - \$30.55</u>
<b>Police Officer Recruit</b>	G-12	\$20.37 – 30.56	<u>\$21.39 – 32.08</u>
<b>Police Officer I</b>	G-14	\$22.46 – 33.69	<u>\$23.58 - \$35.37</u>
<b>Police Officer II</b>	G-15	\$23.58 – 35.38	<u>\$24.76 - \$37.14</u>
<b>Police Officer III</b>	G-17	\$26.00 – 39.00	<u>\$27.29 - \$40.94</u>
<b>Sergeant</b>	G-19	\$28.67 – 43.00	<u>\$30.09 - \$45.14</u>

### SECTION 4: APPENDIX – CONSTRUCTION, TRADE & AIRPORT:

#### APPENDIX D

**CONSTRUCTION, TRADE & AIRPORT EMPLOYEES***Pay Schedule – General Schedule*

<i>Position</i>	<i>Grade</i>	<i>FY2023</i>	<i>Monthly FY2024</i>
<b>Custodian</b>	G-4	\$13.79 – 20.68	<u><del>\$14.47 - \$18.09</del></u>
<b>Entry Level Facilities Main. Tech</b>	G-10	\$18.48 – 27.72	<u><del>\$19.40 – 29.10</del></u>
<b>Facility Maintenance Technician I</b>	G-11	\$19.40 – 29.11	<u><del>\$20.37 - \$30.55</del></u>
<b>Airport Technician I</b>	G-11	\$19.40 – 29.11	<u><del>\$20.37 - \$30.55</del></u>
<b>Airport Technician II</b>	G-12	\$20.37 – 30.56	<u><del>\$21.39 – \$32.08</del></u>
<b>Facility Maintenance Technician II</b>	G-12	\$20.37 – 30.56	<u><del>\$21.39 – \$32.08</del></u>
<b>Airport Technician III</b>	G-13	\$21.39- \$32.09	<u><del>\$22.46 – \$33.68</del></u>
<b>Facility Maintenance Technician III</b>	G-13	\$21.39- \$32.09	<u><del>\$22.46 – \$33.68</del></u>
<b>Airport Technician IV</b>	G-14	\$22.46 - \$33.69	<u><del>\$23.58 - \$35.37</del></u>
<b>Facility Maintenance Technician IV</b>	G-14	\$22.46 - \$33.69	<u><del>\$23.58 - \$35.37</del></u>
<b>Facility Maintenance Manager</b>	G-16	\$24.76 – 37.15	<u><del>\$25.99 - \$38.99</del></u>
<b>IT / GIS Technician</b>	G-20	\$30.10 – 45.15	<u><del>\$31.60 - \$47.40</del></u>

**SECTION 5: APPENDIX – UTILITY & PW EMPLOYEES****APPENDIX E**

<b>UTILITY &amp; PUBLIC WORKS EMPLOYEES</b> <i>Pay Schedule - General Schedule</i>			
<i>Position</i>	<i>Grade</i>	<i>FY2023</i>	<i>Monthly FY2024</i>
<b>Entry Level Public Works Technician</b>	G-9	\$17.60 – 22.00	<u>\$18.47 - \$27.71</u>
<b>Entry Level Utility Technician</b>	G-10	\$18.48 – 27.72	<u>\$19.40 – 29.10</u>
<b>Public Works Technician I</b>	G-10	\$18.48 – 27.72	<u>\$19.40 – 29.10</u>
<b>Mechanic I</b>	G-11	\$19.40 – 29.11	<u>\$20.37 - \$30.55</u>
<b>Utility Technician I</b>	G-11	\$19.40 – 29.11	<u>\$20.37 - \$30.55</u>
<b>PW Technician I I</b>	G-11	\$19.40 – 29.11	<u>\$20.37 - \$30.55</u>
<b>Utility Technician II</b>	G-12	\$20.37 – 30.56	<u>\$21.39 – \$32.08</u>
<b>PW Technician III</b>	G-12	\$20.37 – 30.56	<u>\$21.39 – \$32.08</u>
<b>Utility Technician III</b>	G-13	\$21.39- \$32.09	<u>\$22.46 – \$33.68</u>
<b>PW Technician IV</b>	G-13	\$21.39 – 32.09	<u>\$22.46 – \$ 33.68</u>
<b>Utility Technician IV</b>	G-14	\$22.46 - \$33.69	<u>\$23.58 - \$35.37</u>
<b>Lead Mechanic</b>	G-15	\$23.58 – 35.38	<u>\$24.76 - \$37.14</u>
<b>Utility Supervisor</b>	G-18	\$27.30 – 40.95	<u>\$28.66 - \$42.99</u>
<b>Public Works Supervisor</b>	G-18	\$27.30 – 40.95	<u>\$28.66 - \$42.99</u>

**SECTION 6: APPENDIX – INSPECTION & COMPLIANCE EMPLOYEES**

**APPENDIX F**

<b>INSPECTION / COMPLIANCE EMPLOYEES</b> <i>Pay Schedule - General Schedule</i>			
<i>Position</i>	<i>Grade</i>	<i>FY2023</i>	<i>Monthly FY2024</i>
<b>Zoning Compliance Officer</b>	<b>G-8</b>	\$16.76 – 25.14	<u><b>\$17.59 - \$26.39</b></u>
<b>Building Inspector I</b>	<b>G-11</b>	\$19.40 – 29.11	<u><b>\$20.37 - \$30.55</b></u>
<b>Building Inspector II</b>	<b>G-13</b>	\$21.39- \$32.09	<u><b>\$22.46 – \$33.68</b></u>
<b>Fire Inspector II / Infrastructure Inspector I</b>	<b>G-13</b>	\$21.39- \$32.09	<u><b>\$22.46 – \$33.68</b></u>
<b>Building Inspector III</b>	<b>G-14</b>	\$22.46 - \$33.69	<u><b>\$23.58 - \$35.37</b></u>
<b>Fire Inspector IV / Infrastructure Inspector II</b>	<b>G-14</b>	\$22.46 - \$33.69	<u><b>\$23.58 - \$35.37</b></u>
<b>Building Inspector IV</b>	<b>G-15</b>	\$23.58 – 35.38	<u><b>\$24.76 - \$37.14</b></u>
<b>Building Official</b>	<b>G-19</b>	\$28.67 – 43.00	<u><b>\$30.09 - \$45.14</b></u>

**SECTION 7: APPENDIX – SPECIAL PROGRAM EMPLOYEES**

**APPENDIX G**



**SECTION 8: APPENDIX h – SALARY**

<i><b>SPECIAL PROGRAMS / AGENCY</b></i>			
<i><b>POSITION</b></i>	<i><b>Grade</b></i>	<i><b>Hourly FY2023</b></i>	<i><b>Monthly FY2024</b></i>
<b>Victim Advocate in Training</b>	SP / G-4	\$13.79 - 20.68	<u>\$14.47 - \$18.09</u>
<b>UBNSF Clerk</b>	SP / G-5	\$14.48 – 21.72	<u>\$15.20 - \$22.80</u>
<b>Victim Advocate</b>	SP / G-7	\$15.96 - 23.94	<u>\$16.76 - \$25.13</u>
<b>Victim Advocate Supervisor</b>	SP / G-11	\$19.40 - 29.11	<u>\$20.37 - \$30.55</u>

**SECTION 8: APPENDIX – SALARY RANGES****APPENDIX H**

<b>GRADE &amp; SALARY RANGE SCHEDULE (HOURLY) FY2024</b>			
<i><b>Grade</b></i>	<i><b>Salary Range</b></i>	<i><b>Grade</b></i>	<i><b>Salary Range</b></i>
01	<u>\$12.51 – 18.76</u>	12	<u>\$21.39 – \$32.08</u>
02	<u>\$13.13 – 19.70</u>	13	<u>\$22.46 – \$33.68</u>
03	<u>\$13.79 – 20.68</u>	14	<u>\$23.58 – 35.37</u>
04	<u>\$14.47 – \$18.09</u>	15	<u>24.76 – \$37.14</u>
05	<u>\$15.20 – 22.80</u>	16	<u>\$25.99 – 38.99</u>
06	<u>\$15.96 – 23.94</u>	17	<u>\$27.29 – \$40.94</u>
	<u>\$16.76 – 25.13</u>		<u>\$28.66 – 42.99</u>

07		18	
08	<u>\$17.59 – 26.39</u>	19	<u>\$30.09 – 45.14</u>
09	<u>\$18.47 - \$27.71</u>	20	<u>\$31.60 – 47.40</u>
10	<u>\$19.40 – 29.10</u>	21	<u>\$33.19 - \$49.78</u>
11	<u>\$20.37 - \$30.55</u>	22	<u>\$34.84 - \$51.84</u>

**SECTION 9. SEVERABILITY.** The provisions of this resolution shall be severable and if any provision thereof or the application of such provision under any circumstances is held invalid, it shall not affect any other provision of this resolution or the application in a different circumstance.

**SECTION 10. EFFECTIVE DATE.** This resolution shall become effective August 1, 2023.

**PASSED, AND ADOPTED** this \_\_\_\_ day of July, 2023.

\_\_\_\_\_  
Mayor Doug Hammond

ATTEST:

\_\_\_\_\_  
Roxanne Behunin, City Recorder

( S E A L )

# **VERNAL CITY**

## **Safety Action Plan**

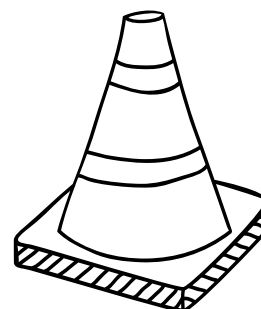
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**JUNE 2023 UPDATE**



# TABLE OF CONTENTS

Action Plan Overview & Zero Fatalities Goal .....	<b>03</b>
Action Plan Introduction .....	<b>04</b>
Section 1   Commitment & Goal Setting .....	<b>06</b>
Section 2   Safety Analysis .....	<b>10</b>
Section 3   Engagement & Collaboration .....	<b>22</b>
Section 4   Policy & Process Changes.....	<b>26</b>
Section 5   Strategy & Project Selections .....	<b>34</b>
Section 6   Equity Considerations .....	<b>38</b>
Section 7   Progress & Transparency .....	<b>47</b>



## ACTION PLAN OVERVIEW

**ZERO FATALITIES RESOLUTION DATE:** August 27, 2022

**ZERO FATALITIES TARGET DATE:** September 1, 2022

**ACTION PLAN ADOPTION DATE:** September 7, 2022

**UPDATE ADOPTION DATE:** July 5, 2023

**PLAN DEVELOPMENT:** Vernal Action Plan Committee

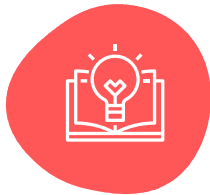
**MONITORING AND IMPLEMENTATION:** Vernal Public Safety Committee

## ZERO FATALITIES GOAL



### **ENGINEERING**

Vernal City is committed to planning, designing, building and maintaining safer transportation systems. We employ design principles and standards proven to improve safety for all users.



### **EDUCATION**

Education is a key component of roadway safety. It leads to changes in behavior which can save lives. Vernal City is committed to educating the public, especially teenagers and older drivers, in numerous safety issues.



### **ENFORCEMENT**

Vernal City's Law Enforcement works diligently to remind people of the laws associated with the use of our roadway network in order to increase safety.



### **EMERGENCY SERVICES**

Swift response from emergency teams can save lives. Vernal City is committed to deploying trained dispatchers and ensure the right resources arrive to provide care and address safety at the scene.



### **EVERYONE**

Everyone is needed in order to make a difference, and we all need to work together if we are going to reach Zero Fatalities. Ensuring all agencies and the public are working together is one of the main pillars of the Safety Committee.



# ACTION PLAN INTRODUCTION

The Vernal City Safety Action Plan has the goal to identify safety improvements to justify and prioritize investment decisions. The information in this plan will also help communicate more clearly with stakeholders, elected officials and the public, as well as access funding opportunities for future improvements.

## ACTION PLANNING

Action Plans are the basic building block to significantly improve roadway safety. Action Plans are comprehensive safety plans aimed at reducing and eliminating serious injury and fatal crashes. Action Plans use data analysis to characterize roadway safety problems and strengthen a community's approach through projects and strategies that address the most significant safety risks.

### 2022 ACTION PLAN

Vernal's first Action Plan was adopted in 2022. An Action Plan Committee was established and charged with the plan's development. The committee was comprised of representatives from Vernal City, Downtown Vernal Alliance, Uintah County, Uintah Basin Association of Governments, Uintah Fire Suppression Special Service District, and the Utah Department of Transportation Region 3.

Following its development, the Vernal City Safety Action Plan was reviewed by the City's Public Safety Committee, who provided comments and recommendations. After this review, the Plan was presented to and approved by the Vernal City Council on September 7, 2022.

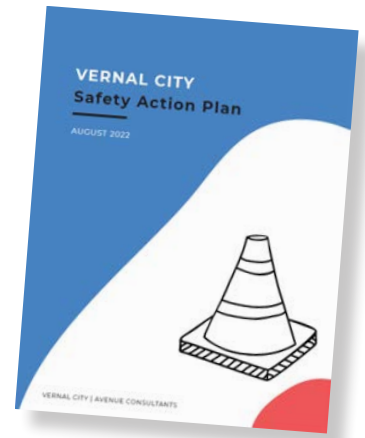


Figure 0.1 Presentation to City Council for the adoption of the Vernal Safety Action Plan.

### 2023 ACTION PLAN UPDATE

The City's Public Safety Committee is a long-standing committee comprised of elected and appointed officials. This committee reviews public safety measures regarding all modes of traffic, and has been charged to monitor and implement the Safety Action Plan. This is achieved by regularly reviewing the progress of the plan and updating as necessary.

As part of this regular review and in preparation for an SS4A Implementation Grant application, the Plan has been updated in 2023 to include more analysis and to refine the project list.

## COMPREHENSIVE SAFETY PLANNING

The Vernal City Safety Action Plan is comprised of seven sections which follow the recommendations for Action Plans as outlined by the USDOT. The sections are as follows:

### ✓ **SECTION 1 | COMMITMENT & GOAL SETTING**

Section 1 details the adoption of a Zero Fatalities goal by the Vernal City Council and identifies the target date for this goal. This section also provides background on the Action Plan Committee and Public Safety Committee who are responsible for the development, implementation, and monitoring of the Action Plan.

### ✓ **SECTION 2 | SAFETY ANALYSIS**

Section 2 provides an analysis of existing conditions and historical trends to measure the level of crashes involving fatalities and serious injuries in and near Vernal City. This section outlines the location of crashes, their severity, along with contributing factors and crash types. An analysis of systemic and specific safety needs is also performed, with mapping of higher risk locations.

### ✓ **SECTION 3 | ENGAGEMENT & COLLABORATION**

Section 3 describes the engagement that occurred with the public and relevant stakeholders. Collaboration and coordination between Vernal City, Uintah County, UDOT, and other agencies towards the shared vision of Zero Fatalities is documented.

### ✓ **SECTION 4 | POLICY & PROCESS CHANGES**

Section 4 includes an assessment of current plans, standards, and policies related to safety and identifies opportunities for improvement through the adoption of new policies.

### ✓ **SECTION 5 | STRATEGY & PROJECT SELECTIONS**

Section 5 identifies a comprehensive list of projects and strategies which address the safety problems outlined in Section 2. This list provides the location, project type, improvements included, estimated cost, and priority. The section also provides an explanation for how the project list was prioritized and the criteria used.

### ✓ **SECTION 6 | EQUITY CONSIDERATIONS**

Section 6 considers equity by identifying underserved communities with recent and historic demographic data and population characteristics. This section utilizes the Social Vulnerability Index and the Climate and Economic Justice Screening Tool.

### ✓ **SECTION 7 | PROGRESS & TRANSPARENCY**

Section 7 provides a description of how progress towards the Action Plan will be measured over time utilizing outcome data and a process of regular review.

## SECTION 1 | COMMITMENT & GOAL SETTING

With a firm commitment to protecting lives and reducing the number of traffic-related injuries and fatalities, the City of Vernal undertook the effort to develop and implement an Action Plan. This action plan combines a Safe Systems Approach, data analysis, stakeholder collaboration, and goal setting to create a holistic approach towards road safety. By addressing key factors such as crash data, road design, speed management, education, and policy enforcement, this Plan is dedicated to creating a safer transportation environment for all road users in Vernal, with a Zero Fatalities goal.

### **ACTION PLAN COMMITTEE**

The Action Plan Committee was established and charged with the plan's development. The committee was comprised of representatives from Vernal City, Downtown Vernal Alliance, Uintah County, Uintah Basin Association of Governments, Uintah Fire Suppression Special Service District, and the Utah Department of Transportation Region 3. The following representatives serve on the Action Plan Committee:

- **Doug Hammond**  
Mayor, Vernal City
- **Quinn Bennion**  
City Manager, Vernal City
- **Allen Parker**  
Assistant City Manager & Planning Director, Vernal City
- **Ted Munford**  
Council Member, Vernal City
- **Nicholas Porter**  
Council Member, Vernal City
- **Keith Despain**  
Director of Public Works, Vernal City
- **Gabrielle Blackburn**  
Urban Planner, Uintah County
- **Will Wright**  
Uintah Basin Association of Governments
- **Jeremy Raymond**  
Executive Director, Uintah Fire Suppression Special Service District
- **Dylan Rooks**  
Chief of Police, Vernal City
- **Keith Campbell**  
Assistant Chief of Police, Vernal City
- **Laura Berbusse Chynoweth**  
Chair, Downtown Vernal Alliance
- **Rob Clayton**  
Region Director, UDOT Region 3
- **Larry Montoya**  
Project Manager, UDOT Region 3
- **Eric Rasband**  
Planning Manager, UDOT Region 3
- **Brian Phillips**  
Traffic Operations Engineer, UDOT Region 3
- **Thomas McMurtry**  
Avenue Consultants
- **Emilie Jordão**  
Avenue Consultants
- **Rod Eldredge**  
Avenue Consultants

### **VERNAL PUBLIC SAFETY COMMITTEE**

Over the years, the Vernal City's Public Safety Committee has met to discuss safety concerns and find ways to improve the safety of our motorists, bicyclists, and pedestrians. As part of the Action Plan effort, the Public Safety Committee has been charged to monitor and implement the Safety Action Plan. The Public Safety Committee consists of two members of the Vernal City Council and City staff from various departments.



## SAFE SYSTEMS APPROACH

The Action Plan Committee and the Public Safety Committee were guided by the principles of the Safe Systems Approach in the development and implementation of the Vernal Safety Action Plan. The Safe Systems Approach, also known as Vision Zero, is a comprehensive approach to road safety that aims to eliminate traffic-related deaths and serious injuries. It recognizes that humans are fallible and make mistakes, so it focuses on creating a forgiving system that takes into account human error and ensures that those errors do not result in severe consequences.

### CORE PRINCIPLES

- **Human fallibility:** The approach acknowledges that people will make mistakes on the road. Instead of blaming individuals, it seeks to design systems that prevent errors from leading to severe consequences.
- **Shared responsibility:** The responsibility for road safety is shared among various stakeholders, including road users, vehicle manufacturers, infrastructure designers, and policymakers. Collaboration and coordination among these stakeholders are essential for achieving safe systems.
- **Safe infrastructure:** The design of road infrastructure plays a crucial role in promoting safety. It involves creating safe roads, intersections, sidewalks, and bicycle lanes that minimize the potential for collisions and protect vulnerable road users.
- **Safe vehicles:** Vehicle design and technology have a significant impact on road safety. Safe vehicles are equipped with features such as seat belts, airbags, advanced driver assistance systems, and crash avoidance technologies that mitigate the risk of accidents or reduce their severity.
- **Safe speeds:** Speed is a critical factor in the severity of crashes. The Safe Systems Approach emphasizes setting speed limits that are appropriate for the road design and conditions. It encourages using traffic calming measures to reduce speed and increase the likelihood of survival in case of an accident.
- **Road user behavior:** Encouraging responsible behavior among road users is essential for road safety. This includes promoting compliance with traffic laws, discouraging impaired driving, distracted driving, and aggressive behaviors.
- **Data and monitoring:** Collecting and analyzing data on road crashes and injuries is vital for identifying trends, understanding risk factors, and evaluating the effectiveness of safety measures. Regular monitoring helps in making informed decisions and implementing targeted interventions.



By combining these principles, the Safe Systems Approach aims to create a holistic and integrated approach to road safety. It recognizes that preventing road traffic deaths and serious injuries requires a comprehensive strategy that addresses all aspects of the road transport system.

## VERNAL'S COMMITMENT TO ZERO FATALITIES

Vernal is committed to achieving and maintaining zero roadway fatalities ever year. On August 17, 2022 the Vernal City Council adopted a resolution declaring this goal. This resolution, modeled after UDOT's Vision Zero, outlines five goals which will guide the City's effort. The resolution is as follows:

### **VERNAL CITY COUNCIL DECLARING A ZERO FATALITIES RESOLUTION**

RESOLUTION NO. 2022-16: A RESOLUTION OF THE VERNAL CITY COUNCIL DECLARING A ZERO FATALITIES GOAL.

WHEREAS, UDOT has established a goal of zero crashes, injuries, and fatalities; and

WHEREAS, Vernal City is committed to safety and has adopted UDOT's statewide goal of zero injuries and fatalities on City roadways; and,

WHEREAS, Vernal is committed to making this a reality immediately and has established a public safety committee to achieve this goal

NOW THEREFORE BE IT RESOLVED BY THE GOVERNING BODY/VERNAL CITY COUNCIL THAT:

SECTION 1: ENGINEERING: Vernal City is committed to planning, designing, building and maintaining safer transportation systems. We employ design principles and standards proven to improve safety for all users.

SECTION 2: EDUCATION: Education is a key component of roadway safety. It leads to changes in behavior which can save lives. Vernal City is committed to educating the public, especially teenagers and older drivers, in numerous safety issues.

SECTION 3: ENFORCEMENT: Vernal City's Law Enforcement works diligently to remind people of the laws associated with the use of our roadway network in order to increase safety.

SECTION 4: EMERGENCY SERVICES: Swift response from emergency teams can save lives. Vernal City is committed to deploying trained dispatchers and ensure the right resources arrive to provide care and address safety at the scene.

SECTION 5: EVERYONE is needed in order to make a difference, and we all need to work together if we are going to reach Zero Fatalities. Ensuring all agencies and the public are working together is one of the main pillars of the Safety Committee.

SECTION 6. SEVERABILITY. The provisions of this resolution shall be severable and if any provision thereof or the application of such provision under any circumstances is held invalid, it shall not affect any other provision of this resolution or the application in a different circumstance.

SECTION 7. EFFECTIVE DATE. This Resolution shall become effective immediately upon its adoption by a majority of the City Council.

RESOLUTION NO. 2022-16

PASSED, AND ADOPTED this 17TH day of August, 2022.

SIGNED: Mayor Doug Hammond

ATTEST: Roxanne Behunin, City Recorder

## TARGET DATE AND IMPLEMENTATION:

With the adoption of this Plan, Vernal City has a target date reaching and maintaining zero roadway fatalities on Vernal roads beginning **September 1st, 2022**. While achieving the goal of Zero Fatalities is a complex task, it can be pursued through a combination of key elements:

- **Commitment and Leadership:** Vernal has a strong commitment to Vision Zero, with the support of the City Council, Vernal City staff, UDOT, and local law enforcement and public safety. The leadership is committed to dedicated the time, attention, and resources necessary to reach this goal.
- **Data Collection and Analysis:** The Public Safety Committee will continue to collect and analyzing data on traffic crashes, including their causes, locations, and types. This data will help identify high-risk areas and inform targeted interventions.
- **Safer Infrastructure:** As the City maintains existing roads and designs new infrastructure, safety will be prioritized for all road users. This includes measures like improved intersection design, traffic calming techniques, and the provision of safe spaces for pedestrians and cyclists.
- **Speed Management:** The City will continue to review speed limits based on the context of the road and its users, applying solutions such as speed bumps, traffic calming, and road narrowing to encourage lower speeds.
- **Education and Public Awareness:** With available funding, the City and its partners will continue educational campaigns to promote safe behaviors and raise awareness about the importance of road safety. This will include driver education programs, public service announcements, and community outreach.
- **Enforcement:** The City and its partners are committed to enforcing traffic laws consistently and effectively, understanding that enforcement helps deter risky behavior and encourages compliance with traffic regulations.
- **Collaboration and Partnerships:** The City will continue to foster collaboration among stakeholders, including the Downtown Vernal Alliance, Uintah County, Uintah Basin Association of Governments, Uintah Fire Suppression Special Service District, and the Utah Department of Transportation Region 3.
- **Continuous Evaluation and Improvement:** The City will regularly monitor progress toward the Vision Zero goal and make necessary adjustments to strategies and interventions. The City will use data-driven evaluations to identify what works and what needs improvement. The City will update this plan regularly as part of this process.



## SECTION 2 | SAFETY ANALYSIS

Safety is a top priority for Vernal City. For years, the City's Public Safety Committee has met to discuss safety concerns and find ways to improve the safety of our motorists, bicyclists, and pedestrians. Recently, the Vernal City Council adopted a Zero Fatalities Resolution on August 17th, 2022. The resolution models UDOT's goal of zero crashes, injuries, and fatalities. Zero is the only acceptable goal. Vernal is committed to making this goal a reality starting on September 1st, 2022.

Crash data and trends form the basis to identify projects and strategies for this Action Plan. This section summarizes the existing safety conditions including an evaluation of historical trends within Vernal. Additionally, specific crash types and crash attributes were used to identify specific countermeasures that are included in the projects proposed in this Action Plan.

### HISTORIC CRASH STATISTICS

To establish a crash baseline, the project team used crash data from Utah Department of Transportation's (UDOT) Numetric crash data base. The database includes all reported crashes within the state. Crash data were obtained for the period from January 1, 2016, through June 30, 2022. Year 2022 crash data are currently incomplete and have not been fully validated but are included in the analysis to provide insight into more recent crash trends that could be mitigated by proposed improvements.

Overall, there were 1,180 reported crashes on all roadways adjacent to and within Vernal City, including state, county, and local roads. Of the 1,180 crashes **0.2% resulted in fatalities and 1% resulted in serious injury** (Table 2.1).

Table 2.1 All Crashes by Severity (2016-2022)\*.

Year	Fatal	Serious Injury	Minor & Possible Injury	No Injury/PDO	Total
2016	-	2	28	126	156
2017	-	-	39	121	160
2018	1	-	35	109	145
2019	-	3	35	163	201
2020	-	-	32	137	169
2021	1	3	38	188	230
2022	-	4	14	101	119
Total	2	12	221	945	1180
%	0.2%	1.0%	18.7%	80.1%	

\*This data is protected under 23 USC 407.

As illustrated in Figure 2.1 crashes are clustered on U.S. 40 throughout the city. Over 41% of all crashes were reported on U.S. 40 alone.

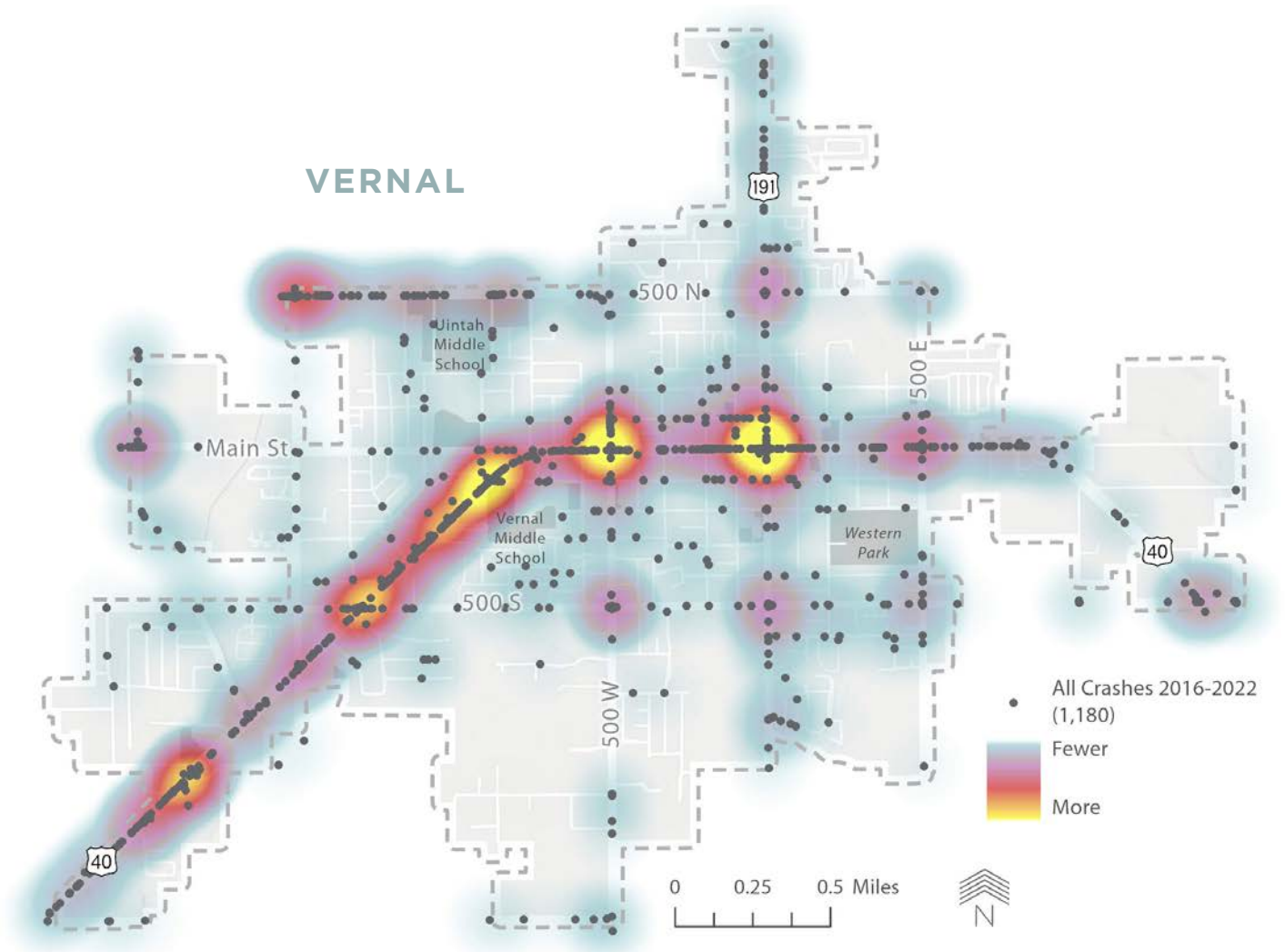


Figure 2.1 All crashes reported from January 1, 2016 through June 30, 2022



# MANNER OF COLLISION

Manner of collision refers to the vehicle movements for the vehicle(s) during the crash. Of all crashes, 32% (377) were angle crash while 24% (282) were rear-end crashes. These crash types are generally more common near intersections where vehicles make left turns and congestion is higher.

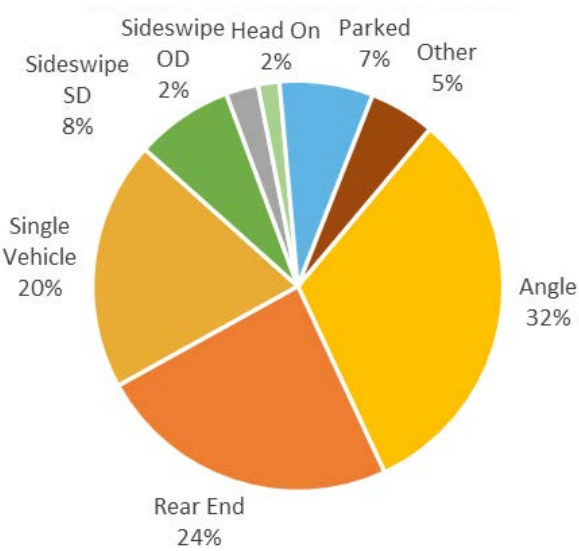


Figure 2.2 Crashes classified by manner of collision.

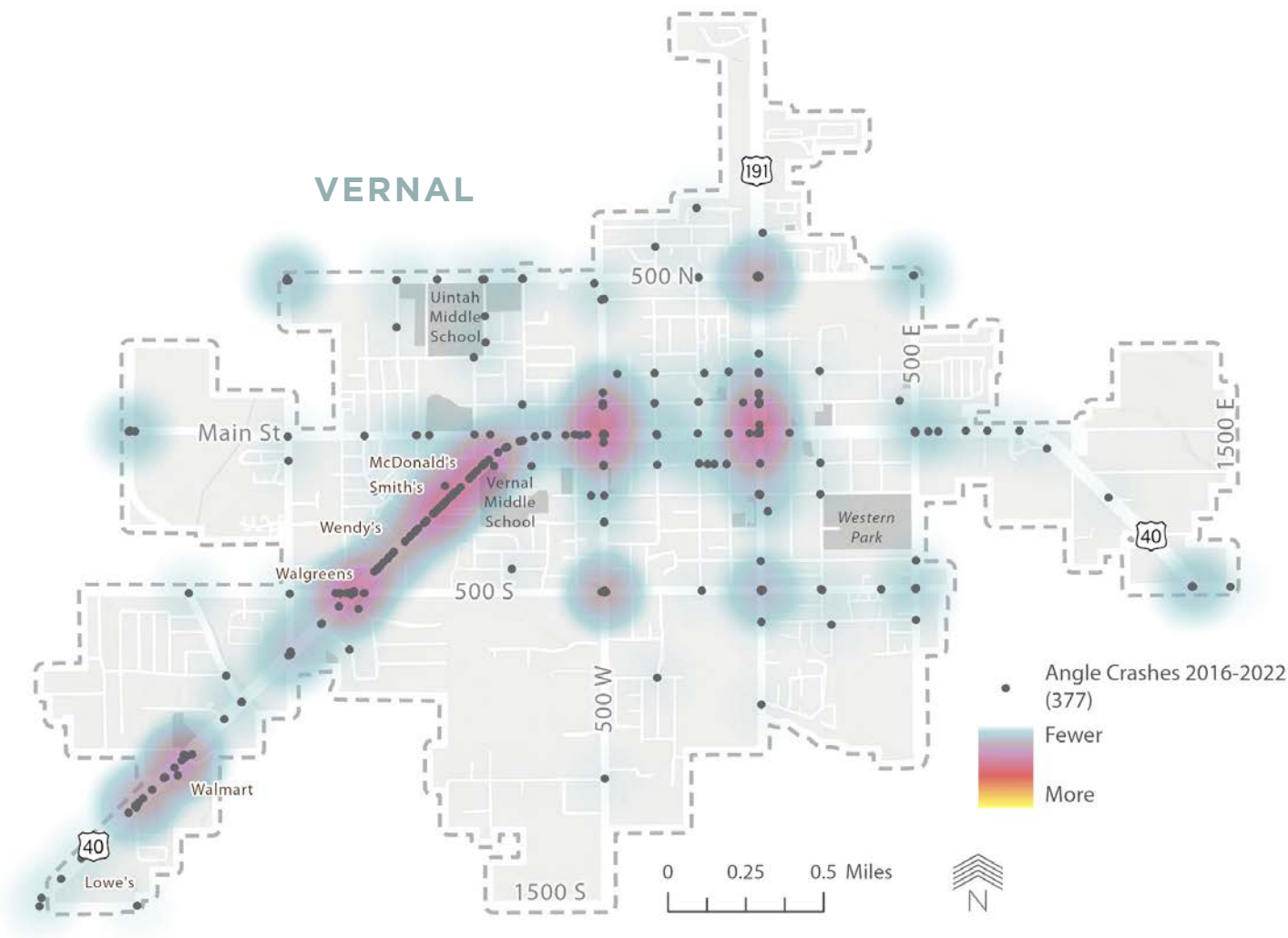


Figure 2.3 Angle crashes in Vernal City.

## INTERSECTION CRASHES

Almost 50% (573) of all crashes were intersection involved crashes as shown in Figure 2.3. This includes 236 intersection involved crashes at intersections along U.S. 40 which represent 20% of all crashes within Vernal. These intersection involved crashes are concentrated on U.S. 40 at the intersections of 500 South, 100 South, 500 West, and Vernal Avenue which have at least 30 intersection involved crashes.

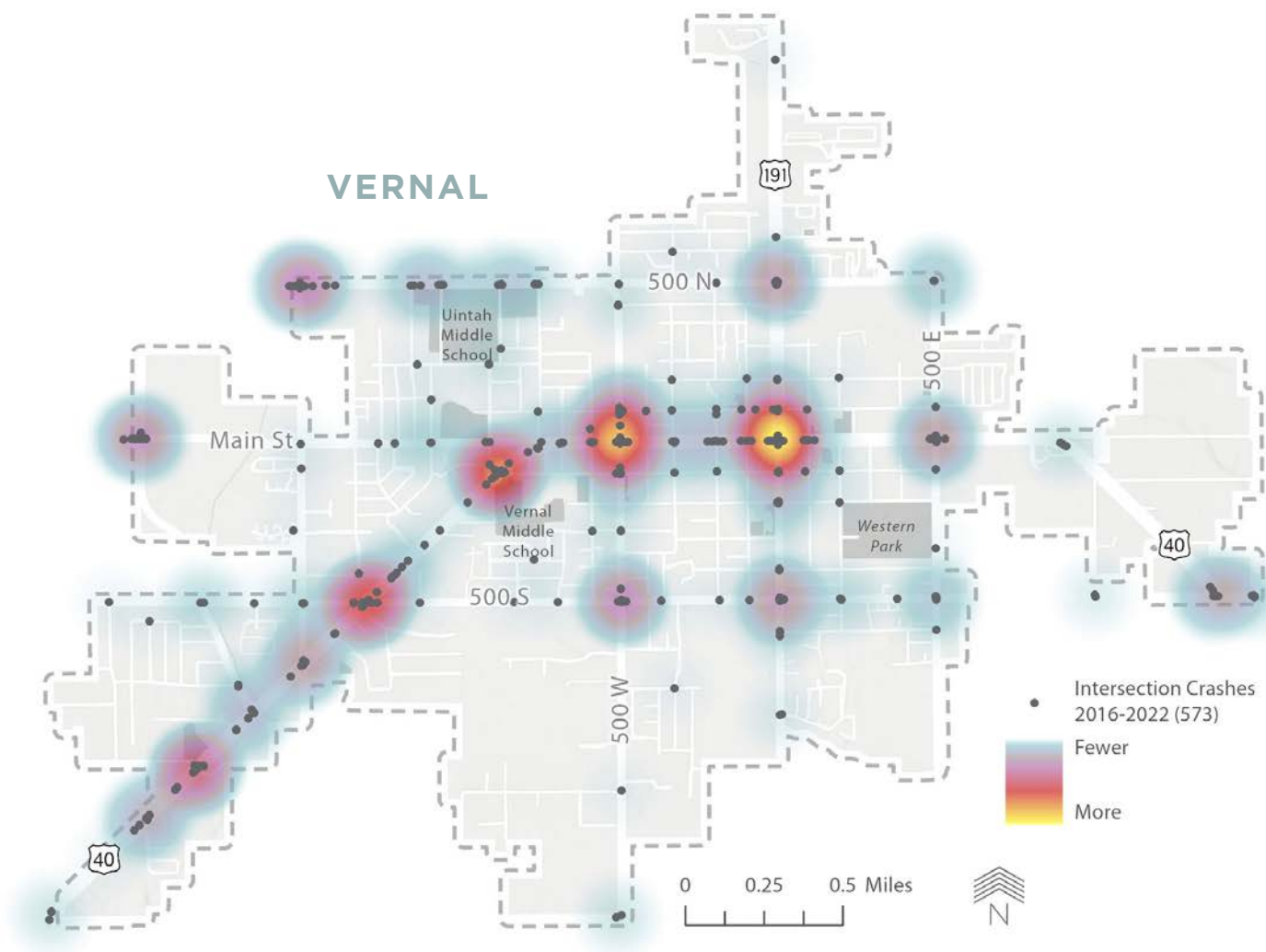


Figure 2.3 Intersection crashes in Vernal City.

## YEARLY AND HOURLY CRASH DISTRIBUTION

The number of annual crashes has been increasing over the last six years. From 2016 through 2018 there were 145-160 crashes per year, but since 2019 crashes have been increasing with 201 in 2019 and 230 in 2021. Through the first six months of 2022, 119 crashes were reported and if this trend continues Vernal will have the most crashes within a one-year period. This is a concerning trend for city officials.

The highest number of crashes occurred from 3:00 pm to 4:00 pm. This is period is just after the end of school at Uintah High School (last bell 2:25 pm) and teen driver involved crashes are a significant contributing factor for crashes within Vernal.

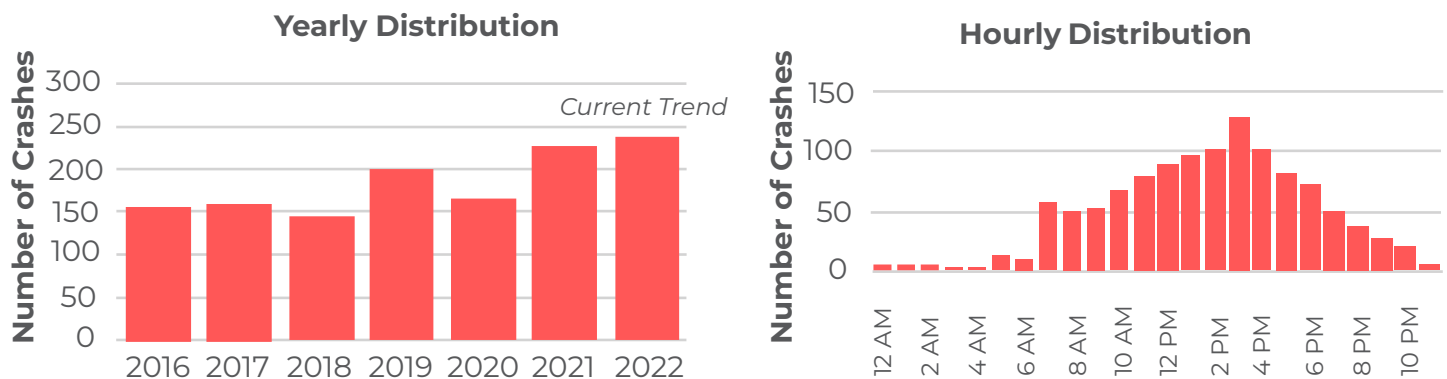


Figure 2.4 Yearly and hourly Crash distribution.

## SEVERE AND FATAL CRASHES

Data on the number and proportion of serious injury and fatal crashes helps inform the project selection and the prioritization of projects and the specific design choices for each facility in the Action Plan.

From 2016 to 2022, there were a total of 12 serious injury crashes and two fatal injury crashes. Both fatal crashes and eight serious injury crashes were on U.S. 40 as illustrated in Figure 2.5.

These serious injury and fatal crashes include five head-on crashes one of which was a fatal injury crash at approximately 900 West and U.S. 40. There were also three serious injury angle crashes on U.S. 40.





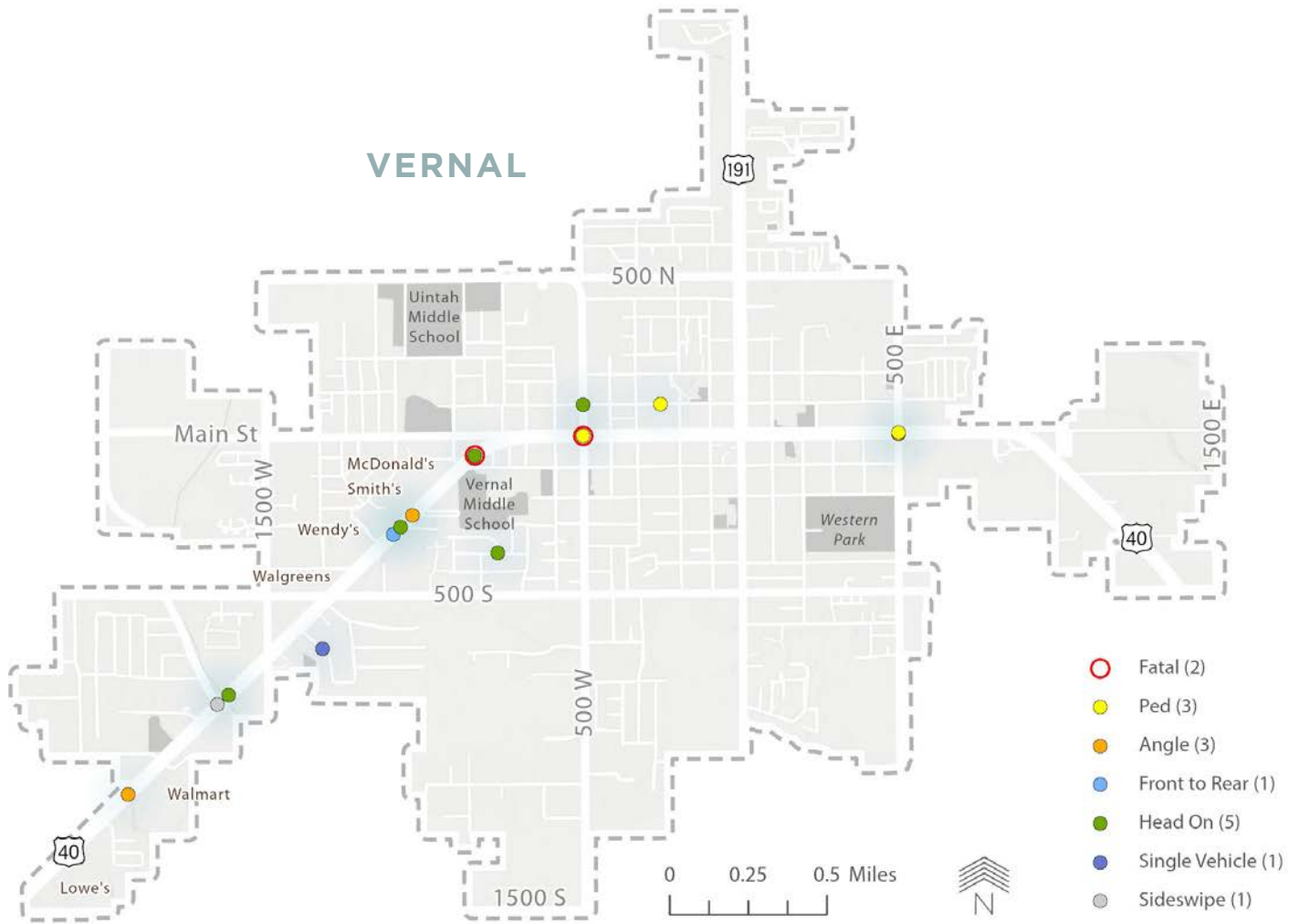
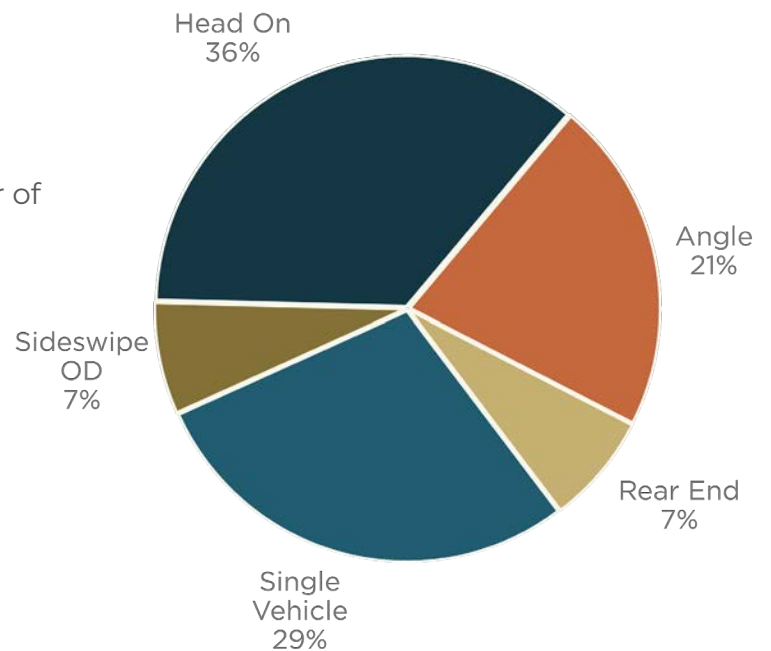


Figure 2.5 Severe and fatal crashes in Vernal City.

Figure 2.6 Severe and fatal crashes classified by manner of collision.



## HIGH INJURY NETWORK

Identifying a High Injury Network is an important Vision Zero exercise to classify segments of roadways with a concentration of high severity crashes with an emphasis on pedestrians and bicyclists. The high injury network is determined by the rate of severe and fatal crash (number of those crashes / 100 million vehicle miles). This high injury network identifies corridors with a higher injury risk within the larger transportation network.

This network helps to identify and prioritize countermeasures and projects for the Action Plan. The High Injury Network for Vernal is provided in Figure 2.7.

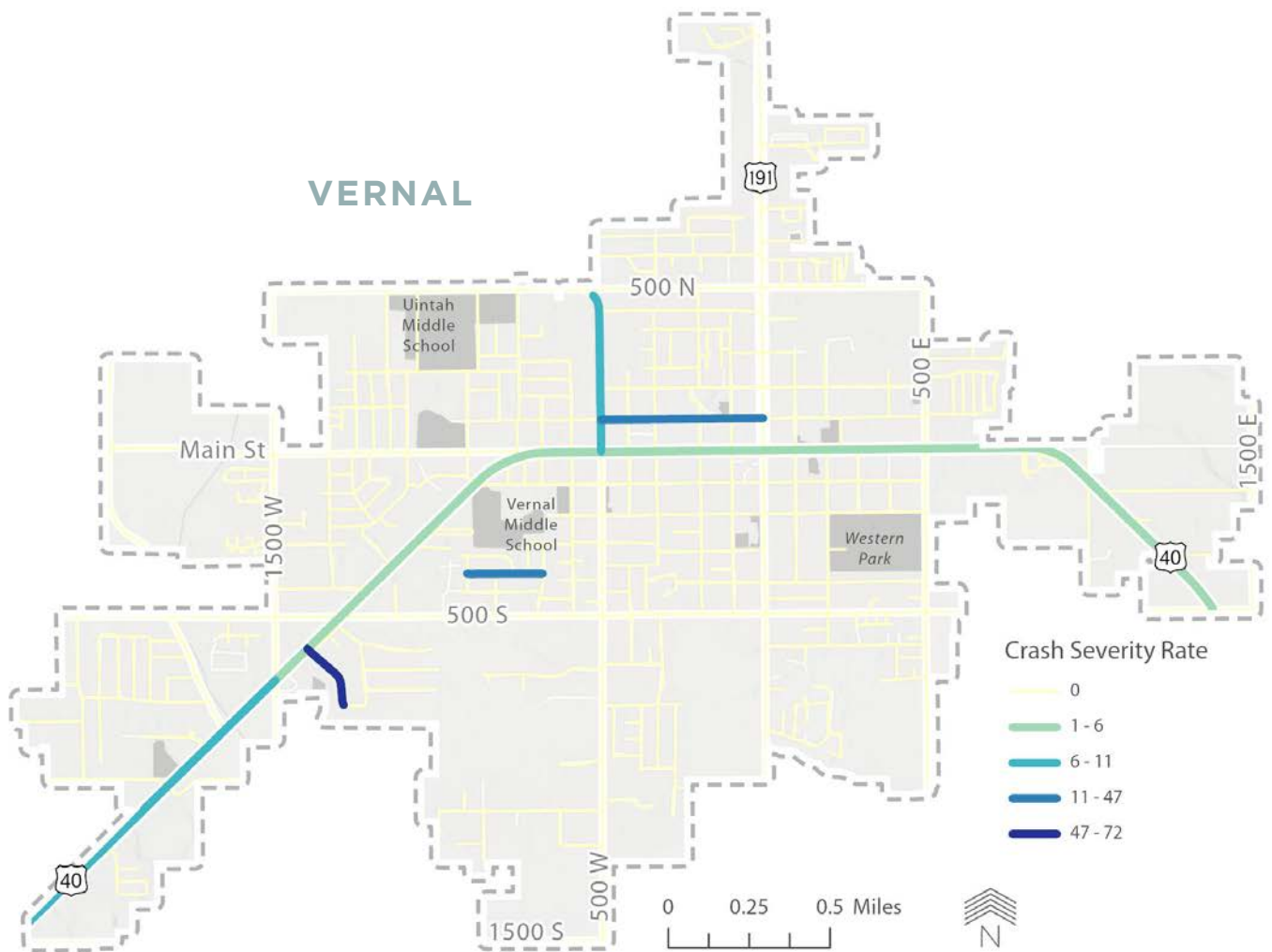


Figure 2.7 Vernal City High Injury Network.

## VULNERABLE ROAD USERS IN UTAH

Vulnerable road users refer to individuals who are at a higher risk of injury or harm while using transportation systems, particularly roadways. They include pedestrians, bicyclists, motorcyclists, children, older adults, people with disabilities, and individuals using various forms of non-motorized or alternative transportation. Considering the needs of vulnerable road users is an important part of a comprehensive safety analysis. The Utah DOT provides the following data for vulnerable road users State-wide.

### UTAH PEDESTRIAN SAFETY

Both drivers and pedestrians share a responsibility in preventing pedestrian fatalities. The leading contributing factors for pedestrians in fatalities are failing to yield and improper crossing. The leading contributing factors for drivers in pedestrian fatalities are failing to yield and speed. Data shows that 46% of pedestrians involved in crashes were contributed to the pedestrian. The most common action for pedestrians was entering or crossing the road (68%). Drivers were at fault in more than half of the crashes with 49% of vehicles driving straight ahead, with 19% turning left, and 18% turning right. Analysis of pedestrian related crash data over a five-year period (2017-2021) has shown that:

- Utah's pedestrians represent about 0.6% of persons in crashes but 14% of deaths.
- Analysis of five years of pedestrian-related crash data (2017- 2021) has shown that:
- 4,334 pedestrians were involved in a crash with 203 pedestrians killed
- 97% of pedestrians involved in crashes are injured or killed.
- 35% of the pedestrians in crashes are between the ages of 10-24

### UTAH BICYCLE SAFETY

Using bicycles for recreation, exercise, and as an alternate or active means of commuting to work has increased in popularity. Because of this, the number of bicycles on Utah roadways has also increased. Overall, the number of fatalities resulting from a bicycle-motor vehicle crash has remained relatively low. Analysis of the bicycle related crash data over a five-year period (2017-2021) has shown that:

- 2,513 bicyclists were in a crash; 2,310 were injured, and 29 were killed.
- 54% of all cyclists involved in crashes were under 35, 36% of which were under 20.
- 48% of the motor vehicle drivers were under the age of 34
- 45% of crashes occur on roads with speed limits between 22-45 mph
- 45% of all bicycle-motor vehicle crashes occurred in a 4-leg intersection

The cyclist contributed to the crash in 52% of crashes involving bicyclists. Among drivers involved in crashes with bicyclists the most common action intended by the driver was traveling straight ahead (36%) turning right (35%), and turning left (18%). The driver age group most likely to be involved in crashes with bicyclists are drivers 13-20 years old.

## VULNERABLE ROAD USERS IN VERNAL

Based on the analysis of data in Vernal, it is helpful to look at younger and older drivers, cyclists and pedestrians, and to consider the impact of truck traffic on City roads.

### YOUNGER AND OLDER DRIVERS

Teenage driver (15-19) and older driver (65+) involved crashes are two of the largest contributing factors for collisions. In Vernal, teenage driver involved crashes were 28% of all crashes from 2016 through 2022. During the same period, 21% of crashes statewide had a teenage driver involved. Similarly, older driver involved crash were 19% of all crashes in Vernal while they represented 13% of all crashes within Utah. These higher-than-expected contributing factors suggest that an educational campaign targeted for these demographics could be a valuable component of the Action Plan. All other of the top contributing factors are close to or below the statewide average so education for these issues would be of potentially more limited value.

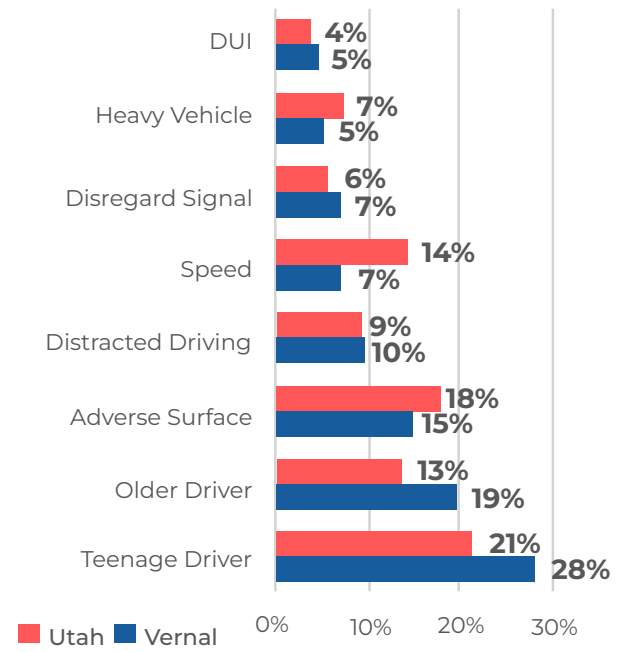


Figure 2.8 Contributing factors distribution.

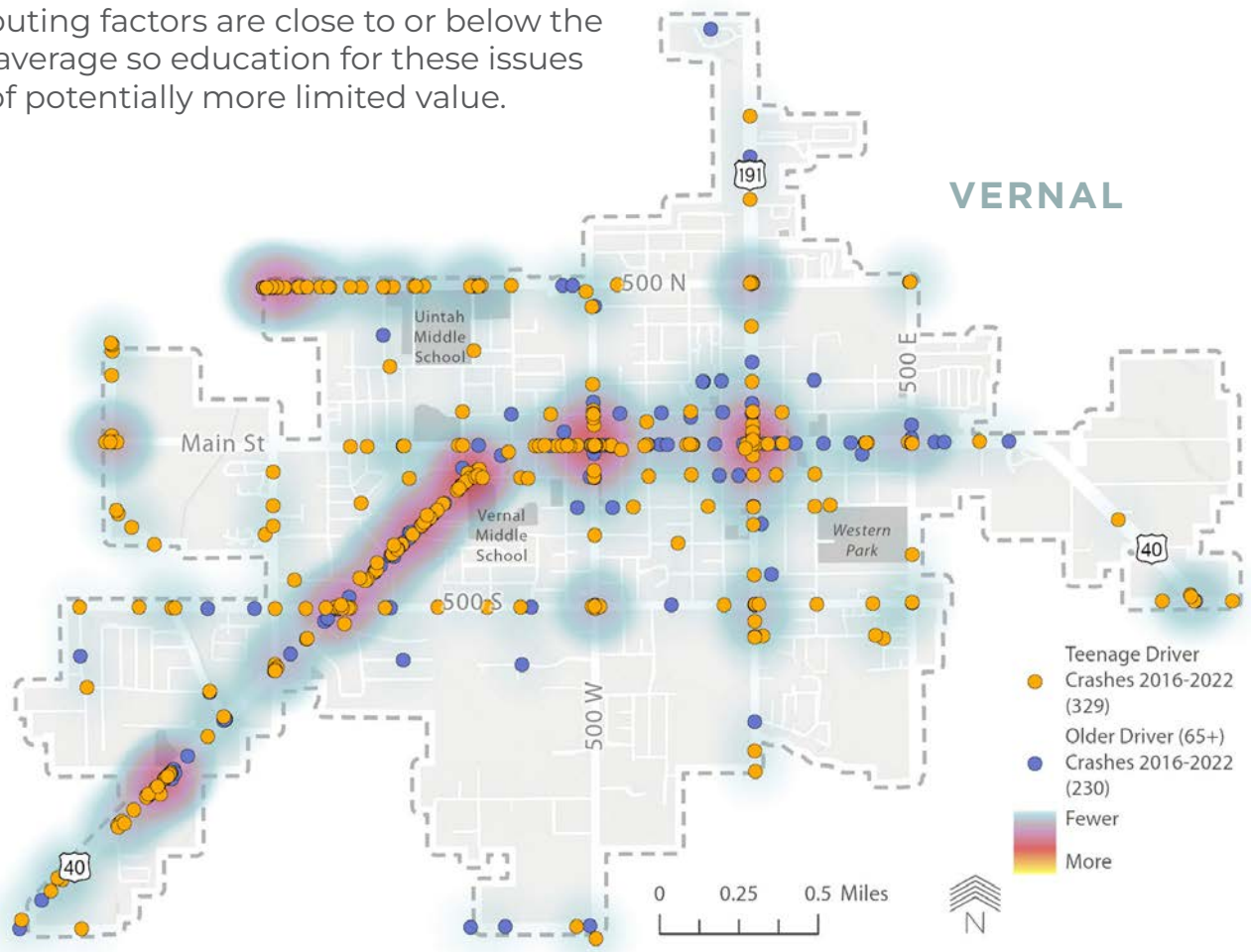


Figure 2.9 Teen and Older driver crashes in Vernal City.



## CYCLISTS AND PEDESTRIANS

The most vulnerable roadway users include people who walk, roll and bicycle. While there were no serious injury or fatal bicycle crashes, there were three pedestrian involved crashes one of which was fatal at the intersection of 500 West and U.S. 40. The other two pedestrian involved crashes were at the intersection of 500 East and U.S. 40 and one at a private driveway on 100 North. To increase pedestrian and bicycle safety, the City should consider dedicated bike lanes and the addition and enhancement of crosswalks, pedestrian refuge islands, and traffic calming measures.



Figure 2.10 Pedestrians and cyclists on Vernal roads

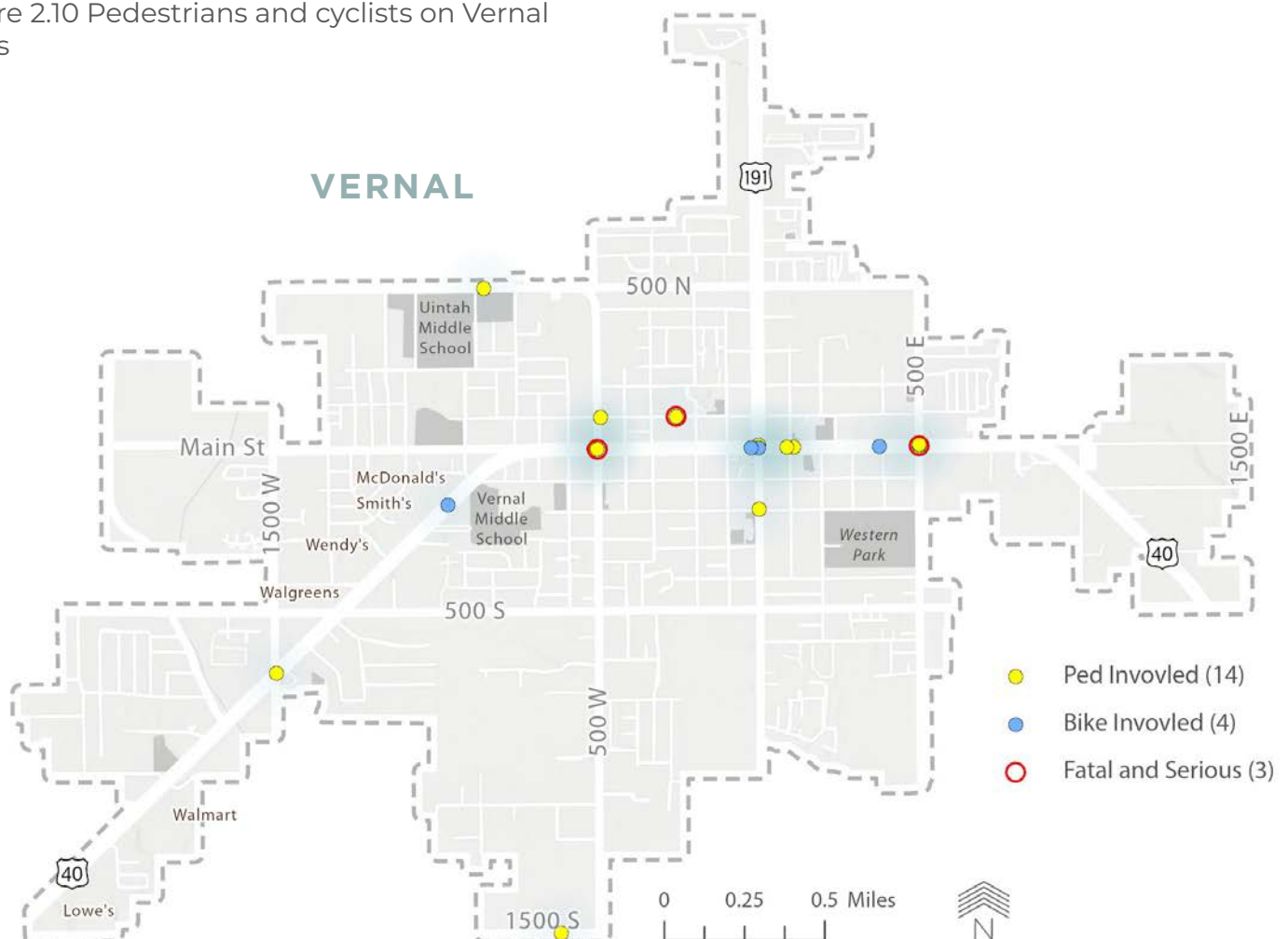


Figure 2.11 Bicycle and Pedestrian crashes in Vernal City.

## THE IMPACT OF TRUCK TRAFFIC

U.S. 40 experiences heavier truck traffic than most downtown streets in Utah. About 39% of traffic on U.S. 40 is related to trucks. Trucks that use U.S. 40 in Vernal are usually heavy, double-tanker trucks that are used to carry oil and petroleum products. The presence of these trucks drastically reduce the sense of comfort in downtown Vernal due to their size, noise, and exhaust. They make it particularly uncomfortable for bicyclists and pedestrians to use the road, which has prompted Vernal City to plan for alternative routes for pedestrians downtown as a main safety measure.



Figure 2.12 Truck traffic on U.S. 40.

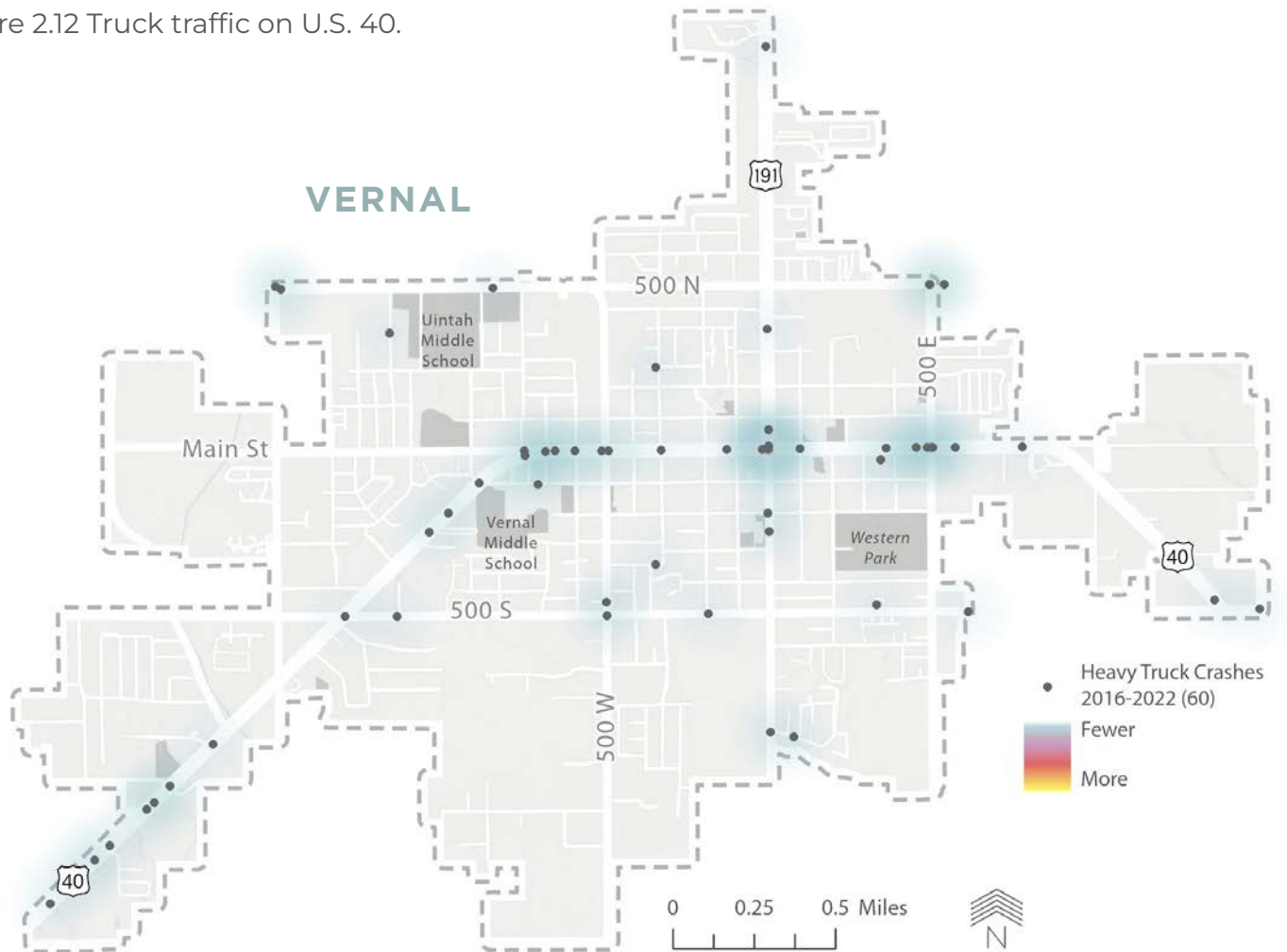


Figure 2.13 Heavy truck crashes in Vernal City.

## 2023 SAFETY ANALYSIS UPDATE

Since the original safety analysis performed in 2022 there has been 368 crashes in Vernal City (from July 1st, 2022 to June 8th, 2023). Table 3.2 shows the updated total number of crashes in 2022 and the crashes in 2023 through June 8th. There was one fatal crash in October of 2022 and five severe crashes since the previous analysis. Figure 3.11 shows all crashes that have occurred by severity.

Table 2.2 All Crashes by Severity (2016-2023)\*.

Year	Fatal	Serious Injury	Minor & Possible Injury	No Injury/PDO	Total
2016	-	2	28	126	156
2017	-	-	39	121	160
2018	1	-	35	109	145
2019	-	3	35	163	201
2020	-	-	32	137	169
2021	1	3	38	188	230
2022	1	4	42	246	296
2023	-	2	25	164	191
<b>Total</b>	<b>3</b>	<b>14</b>	<b>274</b>	<b>1254</b>	<b>1,548</b>
<b>%</b>	<b>0.2%</b>	<b>1.0%</b>	<b>17.7%</b>	<b>81.1%</b>	

\*This data is protected under 23 USC 407.

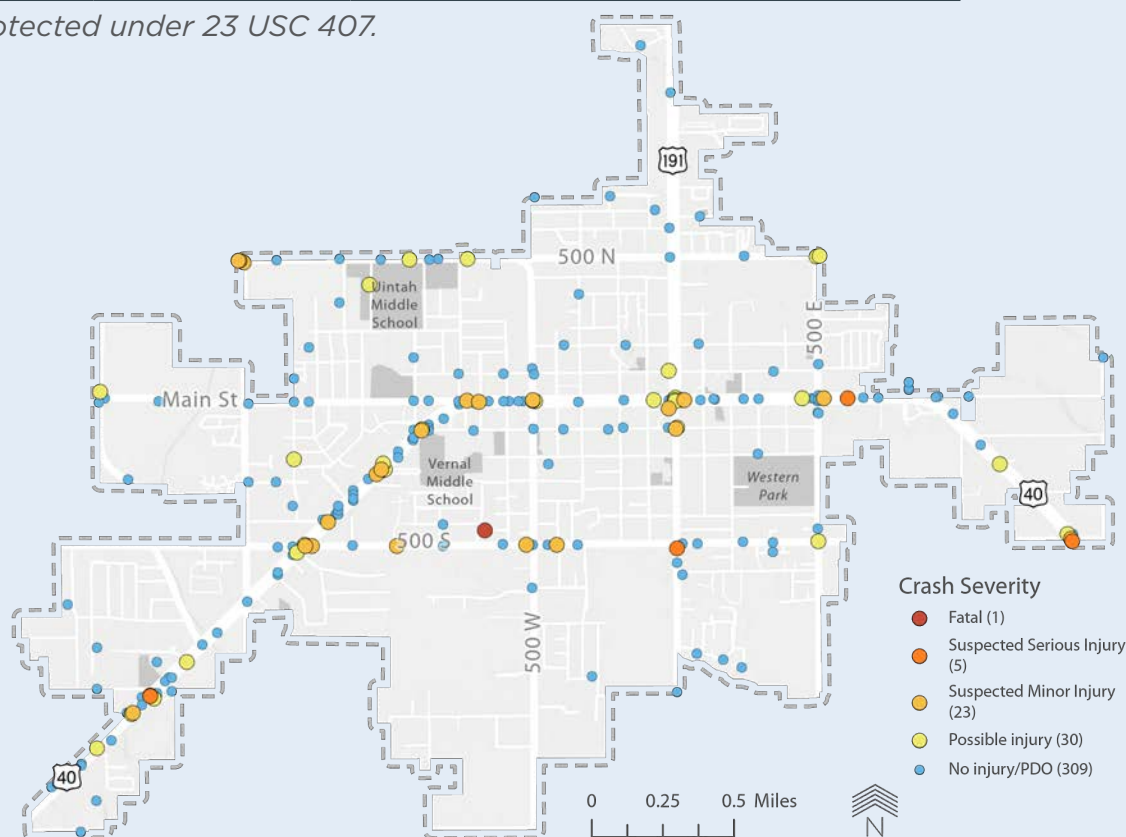


Figure 2.14 Crashes by severity July 1, 2022 - June 8, 2023 in Vernal City.



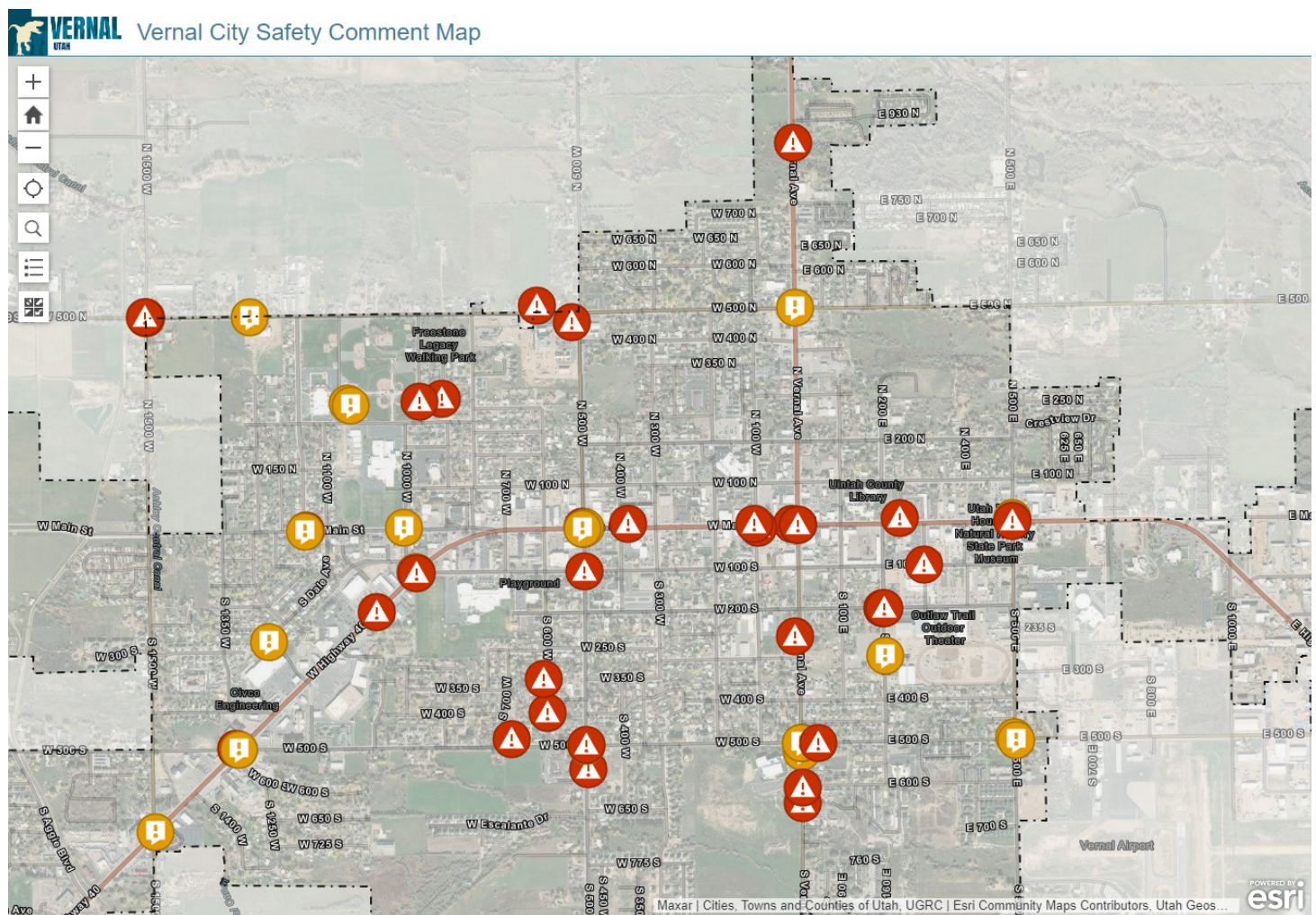
## SECTION 3 | ENGAGEMENT & COLLABORATION

As part of this plan, the Action Plan Committee developed a public involvement plan. This included building an interactive online comment map, holding regular meetings with the Committee, as well as a Safe Kids Event and a public open house.

The comments, observations, and opinions discussed with the community provided the team with invaluable information that helped guide the planning process.

### ONLINE COMMENT MAP

An interactive online comment map was developed in the early stages of this study in order to gather feedback from the public about transportation-related safety issues in Vernal. Users were also able to upvote any previous comments that they liked. The map received hundreds of views, and 130+ comments and votes recorded during the study's duration.





Submitted Comments
0

Safety Concern

Comment Type
Safety Concern

Notes
This is hazardous school crossing. Volunteer parents shouldn't have to be there to help kids cross after school. It would be much better to have a flashing light crosswalk signal that lights with pushing a button. This way in the mornings or other times of the day when kids are crossing, so traffic can be alerted and stopped.

Submitted Comments
1

Project Idea

Comment Type
Project Idea

Notes
This area is VERY difficult for the kids to cross. Drivers speed down this road and often ignore crosswalk rules. Please put up a flashing stop cross walk sign, or have a cross walk guard during school times. There is more needed than an occasional police car parked down the road. I know you are getting lots of comments, but please come and observe for yourself how bad this gets, esecially after school has been in for a while, and drivers become more relaxed.

Submitted Comments
2

Safety Concern

Comment Type
Safety Concern

Notes
This is the most dangerous intersection in the city. A convenience store, 3 fast food restaurants all with in 2 blocks of a junior high school. In the last 18 years I've seen more accidents here than any other place in town. One affordable improvement I can see is a raised curb so east bound traffic can not turn north into the 7-11 store, and maybe extended so west bound traffic can't turn south into Burger King.

Figure 3.2 Comments submitted through the online map.

## ACTION PLAN COMMITTEE MEETINGS

A series of meetings were held over the course of the project to help guide the planning process.

These included a kick-off, safety brainstorm, safety review, City Council and final project meetings. Vernal City officials and the consultant team met weekly to brainstorm, plan for public involvement and the quality of the content being delivered.



Figure 3.3 Action Plan Committee Safety Brainstorm Meeting.

## SAFE KIDS FAIR

On August 11th, 2022 Vernal City joined the TriCounty Health Department at the Safe Kids Fair in Vernal City Park. The event welcomed many families from across Vernal to enjoy a bike repair station, an obstacle course, local food trucks, learn about roadway safety, and provide input on the Vernal City Action Plan. Organizers, sponsors, and participants in the fair included a wide range of organizations, including the City, County, and UDOT.



Figure 3.4 Families provide feedback to the Action Plan during the Safe Kids Fair.

## OBJECTIVES OF THE FAIR

The Safe Kids Fair had two primary objectives: to educate and promote road safety among children in an engaging and interactive manner. The first objective was to increase children's awareness of potential road hazards and teach them how to identify and avoid dangerous situations. This involved educating them about traffic signs, signals, and rules, enabling them to understand and navigate the road environment safely. Additionally, the fair aimed to develop essential road safety skills in children, such as crossing the road properly, using pedestrian crossings, and wearing appropriate safety gear when cycling or skateboarding. By enhancing their risk perception and decision-making abilities, children can learn to be cautious and alert while walking or riding.





The second objective of the Safe Kids Fair was to foster safe behaviors among children as pedestrians, cyclists, and passengers in vehicles. This included encouraging the use of seat belts, wearing helmets, and avoiding distractions. Through interactive learning experiences, children actively participated in road safety concepts. The fair also aimed to engage parents or guardians by providing resources and information to support their children's road safety education at home, making them aware of their role as role models in reinforcing safe behaviors.

### **GATHERING FEEDBACK FOR THE ACTION PLAN**

The project team had map plots available where attendees were encouraged to circle areas of safety concern and provide project improvement ideas. By evaluating the effectiveness of the event through participant feedback and measuring the impact on children's knowledge, attitudes, and behaviors related to road safety, the fair had a positive impact on the community's road safety and the Action Plan.



Figure 3.5 TriCounty Safe Kids Fair Participants and Sponsors

### **SAFETY ACTION PLAN PUBLIC OPEN HOUSE**

The Public Open House was held on August 17th before a City Council Meeting. Posters containing information about the plan were displayed around the room to inform attendees about existing conditions, crash analysis and project goals. A large map plot containing the recommended safety improvements was made available for comment. Members of the public and City Council gathered around the map to provide feedback and discuss roadway safety in Vernal. The feedback was incorporated on the current recommendations of this plan.



Figure 3.6 City Council members provide feedback during the Public Open House.



## SECTION 4 | POLICY & PROCESS CHANGES

During the creation of this Action Plan, the Action Committee and Public Safety Committee reviewed existing safety-related policies, plans, and guidelines currently approved. The purpose of this review was to reflect on the measures currently being taking and to propose changes that better prioritize safety.

### VERNAL DOWNTOWN PLAN

The 2021 Vernal Downtown Plan establishes vision, goals, and strategies, which will guide the future of Downtown Vernal. This plan addressed transportation safety by creating Street typologies that improve aesthetics and safety without affecting vehicle traffic. These included: planted medians, mid-block crossings, intersection bulb outs, parallel parking, marked bike lanes, and large sidewalks.



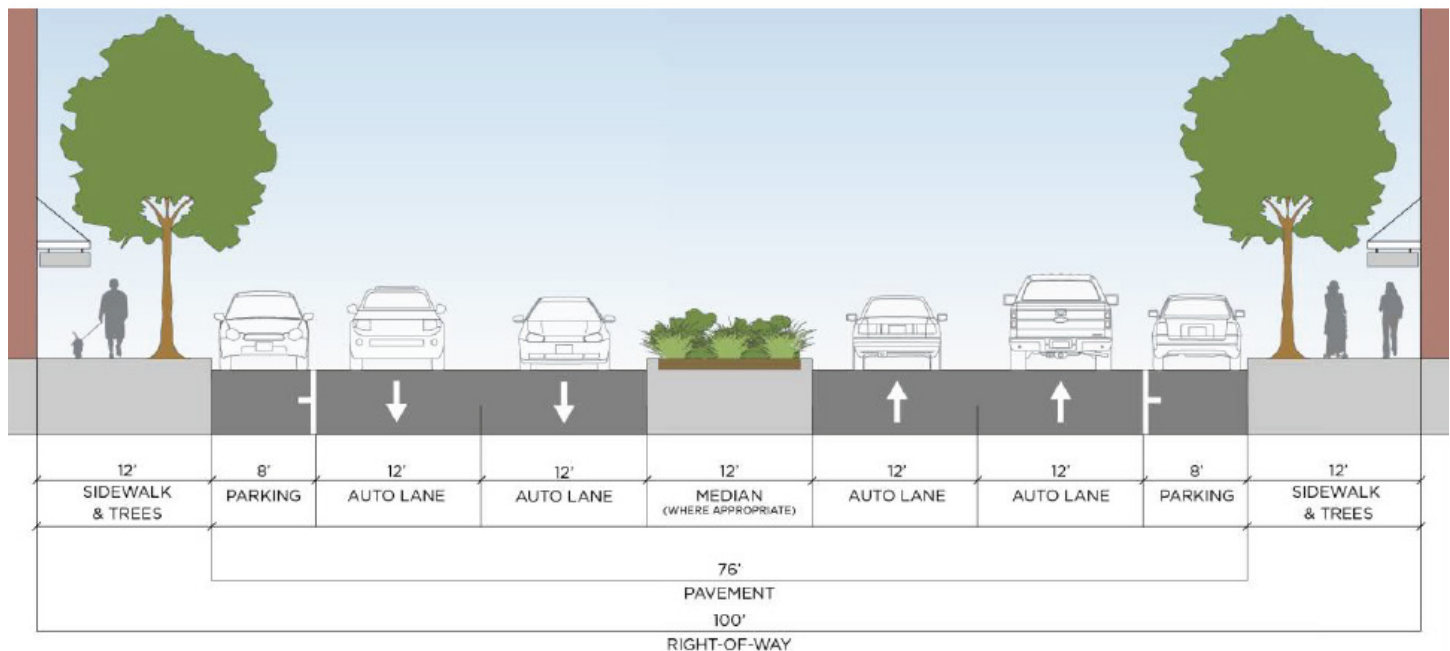
#### Goal 01:

**Prioritize safety & comfort for people walking & biking.**

#### STRATEGIES:

- Provide thematic active transportation signage with directions & distance to key destinations.
- Incorporate landscape and buffer amenities between sidewalks and parking where feasible.
- Promote designation & striping of bike lanes in downtown including 100 North & 100 South.
- Provide bicycle racks, shaded seating and similar amenities to improve the experience.
- Implement recommended active transportation projects from Uintah County Trails Master Plan.

Figure 4.1 Vernal Downtown Plan (2021)



## CONSIDERING TRUCK TRAFFIC

The Vernal Downtown Plan also highlighted the heavy truck traffic experienced on U.S. 40 which makes it uncomfortable to bicyclists and pedestrians alike. As a result, the Vernal Downtown Plan recommended walking boulevards that accommodate higher foot traffic and provide increased safety and comfort for pedestrians in the downtown area which are one of the cornerstones of Vernal's safety improvements moving forward.

## UINTAH COUNTY TRAILS MASTER PLAN

The Uintah County Trails Master Plan is a transportation plan focused on pedestrian and bicycle trails for the municipalities and unincorporated areas of Uintah County. Completed in 2018, the Plan outlines the need for better connectivity for alternative modes of transportation based on increasing demand.

In 2017-2018 information was gathered, public meetings were conducted and analysis took place to determine the need and feasibility of improving alternative modes of transportation. General recommendations for improving trails and routes in Uintah County included the following:

Continued and improved coordination between entities to improve:

- Funding and implementation of trails projects
- Connections for trails
- Better utilizing existing resources
- UDOT communication
- Coordination efforts through the DinoTrails Committee

Protect existing and future trails and routes corridors through:

- Improved Coordination
- Better Land use planning

Hire a Trails Coordinator

Maintain a prioritized projects list

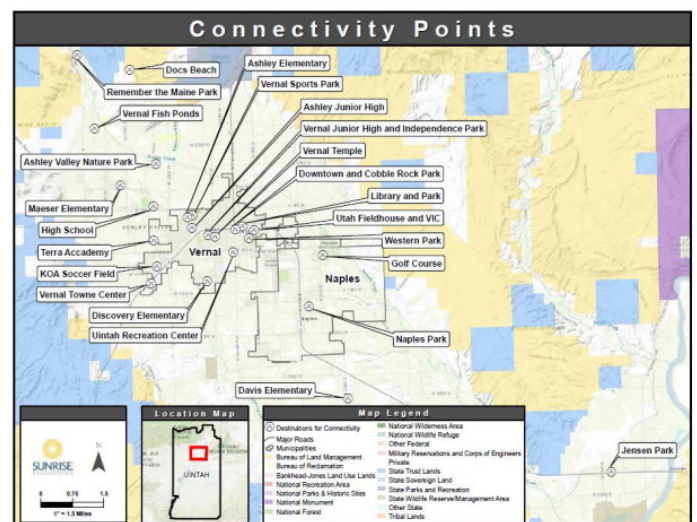
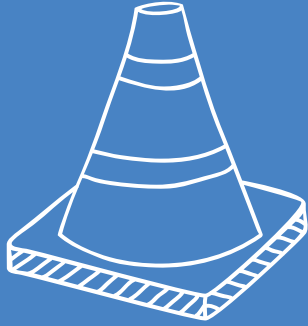


Figure 4.2 Uintah County Trails Master Plan (2018)





## VERNAL GENERAL PLAN

The 2020-2029 Vernal City General Plan is a critical foundation of this Safety Action Plan. The General Plan addresses land use, environmental conditions, recreation, economic development, infrastructure and transportation. Under transportation, the plan establishes a complete streets program as well as standards to consider when implementing pedestrian, bicycle, equestrian and motorized trails to increase safety and comfort to all users.

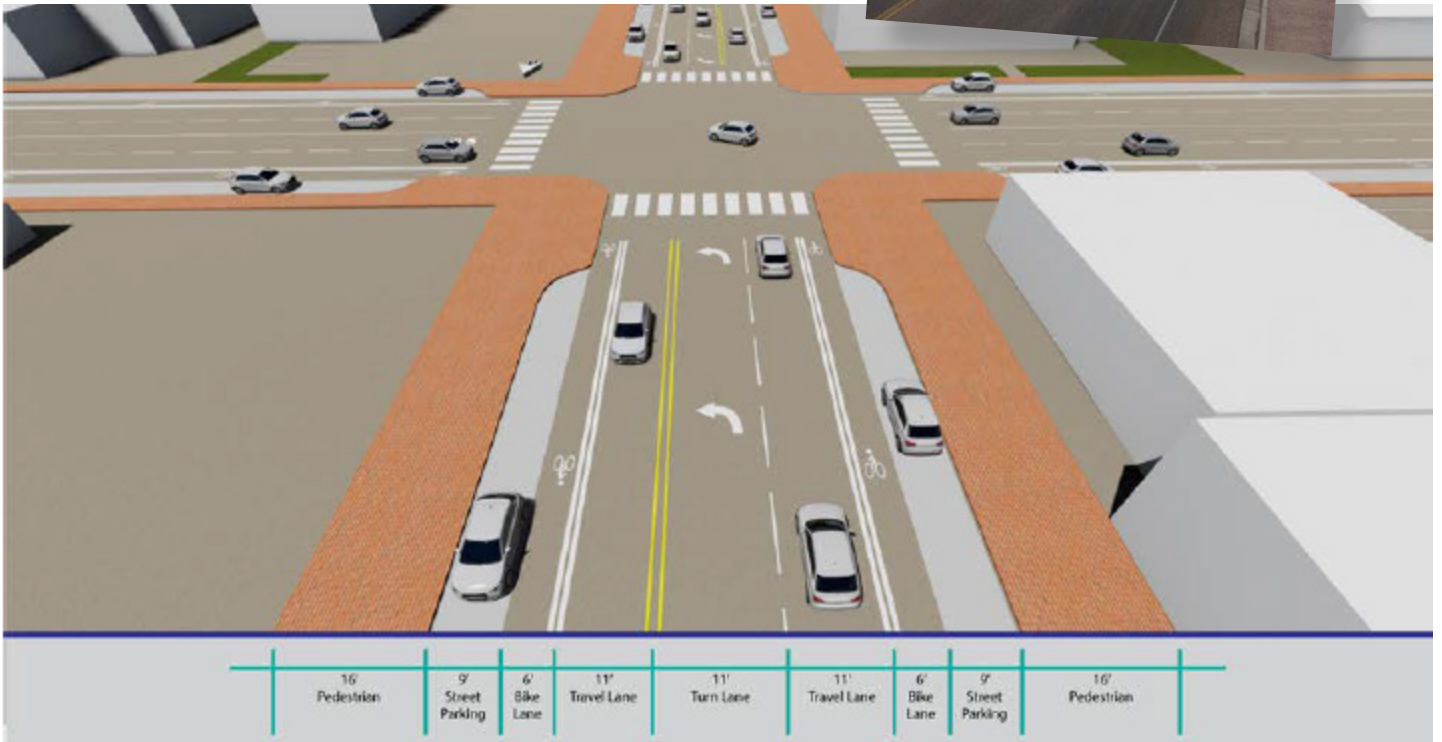
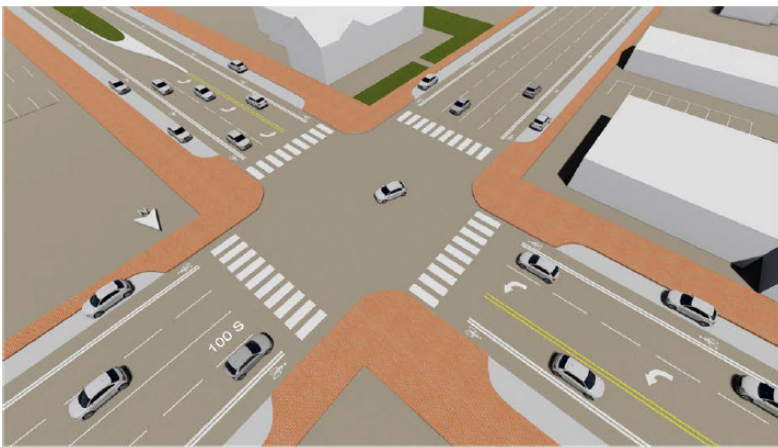


Figure 4.3 General Plan conceptual renderings of streets in the Vernal Avenue area.

## ***SUMMARY OF TRANSPORTATION ISSUES***

During public outreach early in the General Plan Update process, residents had the opportunity to identify those issues that were of most concern to them. Issues relating to transportation, parking, circulation, and alternative modes centered on five basic areas summarized below. Concerns relating to pedestrian and bicycle circulation are most extensively addressed in this chapter.

**Limited Downtown Parking:** Residents see the lack of off-street parking in Downtown Vernal as a core reason for the economic struggles experienced by many Main Street businesses. When queried, feel that on-street parking on Main Street is not safe due to the volume of traffic that passes by.

**Traffic Congestion:** Specific areas with traffic congestion issues include Main Street, 500 West, 500 North, 500 South, and 100 North. In addition, residents voiced their concern about streets not being of sufficient width to accommodate growing traffic and that the Utah Department of Transportation is not willing to vary their standards to accommodate unique local needs and character.

**Truck Traffic:** Truck traffic in Vernal City is a great concern to many residents, especially truck volume on US-40. Trucks are believed to be a safety concern due to their large numbers. In addition, the turning radii at the US-40/Vernal Avenue intersection are too small for large trucks to maneuver easily. Many residents would like to eliminate heavy truck traffic from Main Street while maintaining car traffic.

**Alternative Modes:** Vernal City is perceived as being bicycle or pedestrian unfriendly. Most roads are not wide enough to accommodate bicycle traffic safely. There are concerns about children getting to and from school safely. Many residents also voiced concern about the lack of transit within Vernal City and connecting Vernal City to other areas.

**Roads in Newly Developing Areas:** Several residents raised concerns about future roads in newly developing areas. They believe that access needs to be improved, and that additional through-roads and smaller blocks to provide better access and limit the burden of too few roads. In addition, the hierarchy of roads was a concern, and new developments need to have higher functioning roads to handle higher traffic volumes..



Figure 4.4 Community involvement in Vernal.



## ***FUTURE TRANSPORTATION NETWORK***

The Vernal General Plan developed a future transportation network based on the priorities identified by Vernal City and its residents. The network identifies where capacity improvements need to be made to plan for future growth. However, it is important to remember that decisions regarding new roads should include considerations for all modes of traffic. To accomplish this, the City adopted a Complete Streets Policy.

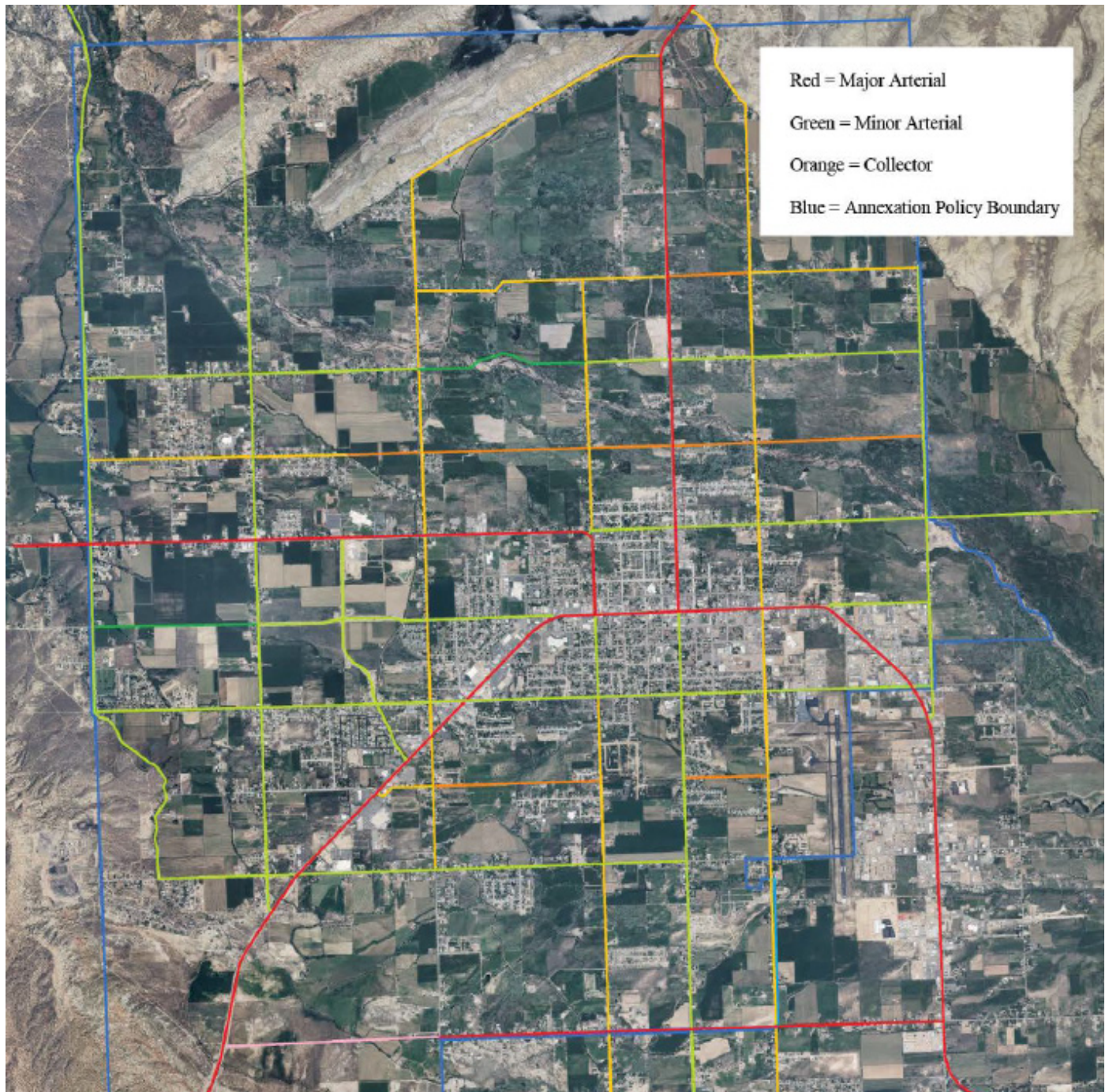


Figure 4.5 Vernal Future Transportation Plan



## COMPLETE STREETS POLICY

Complete Streets is a concept and approach to urban and transportation planning that aims to design streets and transportation networks to accommodate the needs of all users, including pedestrians, cyclists, public transit riders, and motorists of all ages and abilities. The goal is to create safe, accessible, and inclusive streets that promote active transportation, enhance mobility, and support vibrant communities. Complete Streets includes:

- **Policy and Planning:** It is important to consider the needs of all users in transportation planning and design. This policy provides a framework for decision-making and guides the integration of Complete Streets principles into all stages of transportation planning, from initial concept development to project implementation.
- **Context-Specific Design:** Streets and transportation infrastructure are designed based on the specific needs and context of the community. Design elements may include wider sidewalks, dedicated bicycle lanes, safe crosswalks, accessible transit stops, and traffic calming measures.
- **Multimodal Integration:** All modes of transportation are considered when designing, with a focus on connectivity and accessibility. Intersections are enhanced, understanding they are critical points where different modes of transportation intersect. Design features include clearly marked crosswalks, traffic signals with pedestrian countdown timers, dedicated turn lanes, and intersection geometries that minimize conflicts between different modes.
- **Traffic Calming:** Where needed, speeds can be reduced using traffic calming techniques such as speed humps, roundabouts, raised crosswalks, chicanes, and narrower lanes. These measures help control speeds, increase driver awareness, and improve the overall safety of streets.
- **Collaboration and Coordination:** Transportation planning should include collaboration between transportation departments, urban planners, public health agencies, and community organizations. Collaborative efforts help ensure a holistic and integrated approach to Complete Streets implementation. The community is involved in the planning and design process. Input from residents, businesses, advocacy groups, and other stakeholders is considered when designing and constructing streets. This can help foster community ownership and support when trade-offs are made.

## VERNAL'S COMPLETE STREET'S POLICY

Vernal's Complete Streets Policy encourages the City's streets to be designed, operated, and maintained for all modes of traffic, including people walking, biking, and for travelers of all ages and abilities. The preferred types of complete street investments in Vernal include the following:

Table 4.6 Potential improvements as established by Verna's Complete Streets Policy.

POTENTIAL IMPROVEMENTS	LOCAL ROADS	COLLECTORS	BOULEVARDS	DOWNTOWN
curb, gutter, and sidewalks	X	X	X	X
on-street parking	X	X		X
well-maintained street markings		X	X	X
bike lanes	X	X	X	
safe routes to schools	X	X		
raised medians			X	X
diagonal, median parking		X		

## STREETLIGHT SYSTEM CONVERSION TO LED

Vernal City is working with the regional utility provider, Rocky Mountain Power, to convert its streetlight system to LED. This update on the lighting system is expected to increase visibility and safety for all users along roads and intersections.

Brighter street lights play an important role in improving traffic safety by addressing key aspects of visibility on the road. Firstly, they enhance visibility by illuminating the surrounding environment, allowing drivers to have a clearer view of the road ahead and potential hazards. This increased visibility enables drivers to identify pedestrians, cyclists, and other vehicles more effectively, reducing the risk of collisions.

By providing a well-lit environment, brighter street lights also enhance the perception of distance and speed for drivers. Accurately judging the distance between their vehicle and other road users helps drivers make informed decisions and respond appropriately, minimizing the likelihood of accidents.

Additionally, brighter street lights contribute to the increased visibility of pedestrians and cyclists, especially during low-light conditions or at night. Improved visibility of vulnerable road users helps drivers anticipate their presence and take necessary precautions, reducing the chances of accidents involving pedestrians and cyclists. Ultimately, brighter street lights create a safer road environment by improving visibility and enabling road users to navigate with increased awareness and confidence.



Figure 4.7 Street light conversion with LED lights, before (left) after (right).

## RECOMMENDATIONS FOR POLICY IMPROVEMENT

The recommendations for policy improvement follow the Utah Strategic Highway Safety Plan. This plan is a comprehensive, integrated strategy aimed at reducing serious injuries and fatalities, with the ultimate goal of Zero Fatalities on Utah's roads. Vernal City bases its Zero Fatalities goals on the Strategic Roadway Safety Plan, and will seek to implement the following strategies, policies and programs in the future:

### INTERSECTION SAFETY

- Improve visibility and signing, sight distance, signal timing and enhance intersection lighting.
- Evaluate the effectiveness and safety of traffic signal systems as well as intersection types
- Improve the ability to enforce violations at high-crash intersections

### PEDESTRIAN SAFETY

- Develop and implement improvement projects including signage, lighting, crosswalk and roadway design features
- Develop a Safe Sidewalk Program for cost-sharing between the city and property owners related to sidewalk replacement costs
- Implement the Heads Up and other education programs aimed at all age groups

### BICYCLE SAFETY

- Use the AASHTO Guide for the Development of Bicycle Facilities and other adopted guidance documents
- Increase signage addressing safety for motorists and bicyclists along heavily used bicycle corridors where appropriate
- Continue partnership for educational programs targeting adults and children on bicycle safety

### TRANSIT SYSTEM SAFETY

- Install pedestrian safety treatment at bus stops

### TEEN DRIVING SAFETY

- Support overall teen driver education
- Provide peer leader training, education and outreach to high schools
- Educating parents and teen drivers on the importance of Utah's Graduated Driver License laws

### SENIOR MOBILITY SAFETY

- Continue to consider older population when designing roadway infrastructure
- Implement FHWA guide on older driver mobility
- Increase traffic safety awareness and education to the older population

## SECTION 5 | STRATEGY & PROJECT SELECTIONS

### PROJECT PRIORITIZATION & SELECTION

The planning process for the Action Plan began with a commitment to Zero Fatalities and decreasing serious injury crashes. This goal drove the identification of specific countermeasures and programs that address existing crash trends from the safety analysis. Through the public engagement and outreach efforts these safety improvements were refined and expanded to better reflect the needs of the Vernal community.

The prioritization of safety projects within the Action Plan involved a thorough process led by the Action Plan Committee. In order to establish a comprehensive and informed ranking, the committee reviewed the complete list of safety projects alongside the valuable input received from the public. Taking into account the various perspectives and insights, the committee engaged in constructive group discussions to arrive at a consensus-based priority ranking for the projects.

To ensure a fair and effective prioritization, the committee utilized specific criteria in evaluating and ranking the projects. These criteria included considering the inclusion of projects in past plans, assessing the urgency and necessity of each project, taking into account the number of comments received from the public expressing concerns or support for particular projects, evaluating the geographic locations of the projects, and considering the availability of funding to support their implementation.

It's important to highlight that the Action Plan goes beyond being a mere compilation of safety improvements. It presents a unique opportunity to transform the transportation system into a safer and more inclusive environment for all users and modes of transportation. By carefully considering the ranking of safety projects and incorporating a range of factors, the Action Plan aims to create a transportation network that prioritizes safety while also enhancing accessibility, sustainability, and the overall quality of the community's transportation experience.

#### *PROJECT RANKING CRITERIA*

- **Past Planning:** Prioritizing projects that are represented in past plans demonstrates a commitment to continuity and consistency in addressing safety concerns. It allows for the building upon previous efforts and ensures that ongoing safety needs are appropriately addressed.
- **Project Need:** Evaluating factors such as accident data, traffic volume, and existing safety deficiencies, resources can be allocated to areas with the highest potential for significant safety improvements.
- **Public Support:** Taking into account public comments and feedback, these projects can address the specific safety issues that affect residents and ensure that projects align with community needs and expectations.
- **Project Location:** Prioritizing projects based on their locations allows for a targeted approach, addressing safety issues in areas with higher levels of traffic, pedestrian



activity, or historical safety concerns. By focusing efforts on these critical areas, the transportation system can be made safer for a larger number of users.

- **Available Funding:** the availability of funding is an essential criterion to ensure the feasibility and realistic implementation of safety improvements. Considering the availability of funding allows decision-makers to prioritize projects that are financially viable, ensuring that selected projects can be successfully executed within the allocated resources.

**Figure 5.1 and Table 5.1** summarize the projects in the Action Plan. These projects were prioritized to address existing safety deficiencies related to fatal injury and serious injury crashes. These improvements were specifically focused on effective interventions that affect vulnerable user that walk, bike, or roll on the Vernal transportation network.

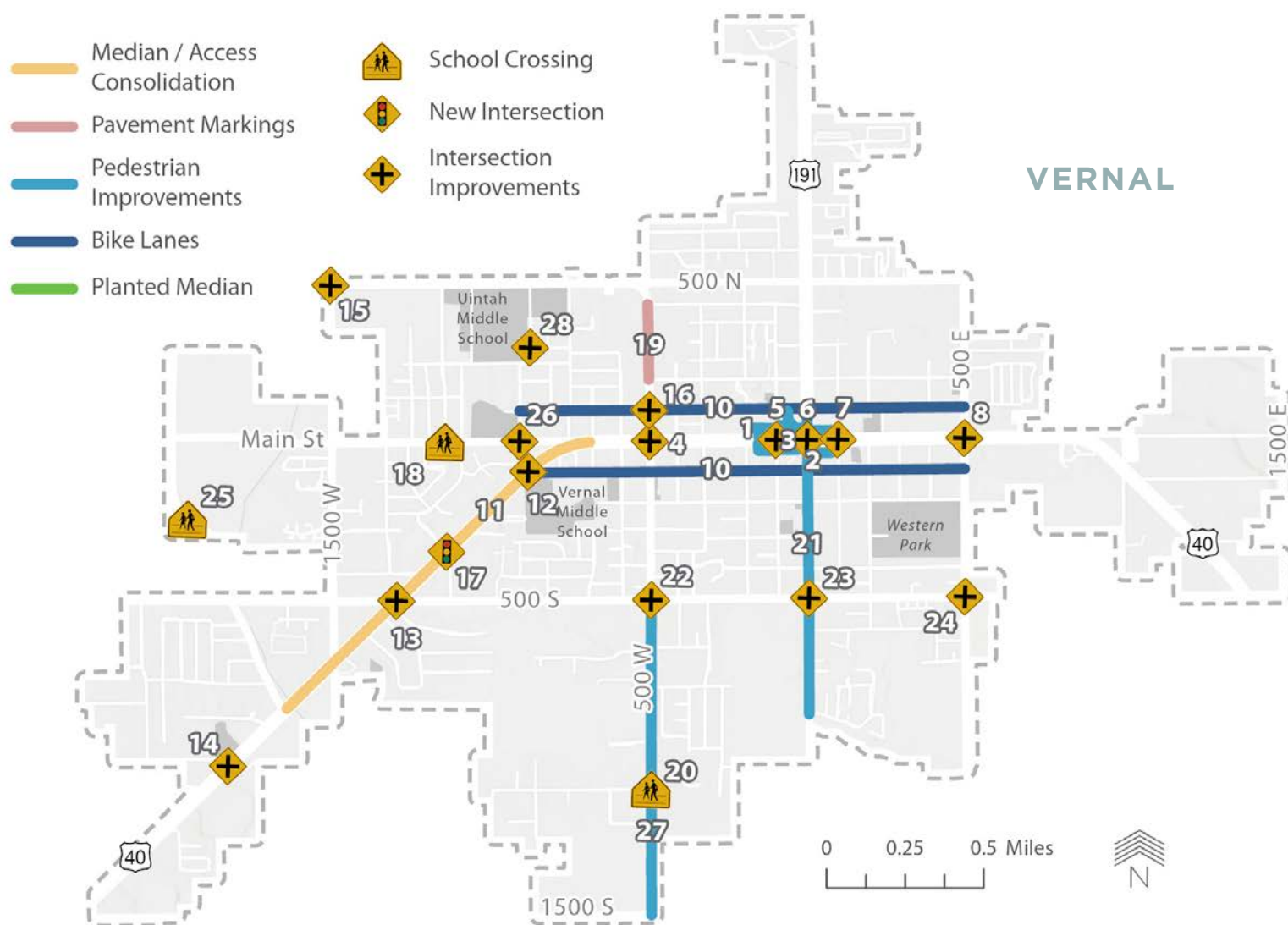


Figure 5.1 Vernal City Action Plan Projects Map.

Table 5.1 Vernal City Action Plan Projects Table.

## DOWNTOWN SAFETY IMPROVEMENT PROJECT

Project	Location	Type	Improvements/Notes	Cost (2025)	Priority
1	Downtown Walking Boulevards	Pedestrian Improvements	Mid-Block Connections Between Sidewalks (Downtown Plan)	\$1,930,000	Short-Term
2	Vernal Ave - 200 S to 100 N	Pedestrian Improvements	Widen Sidewalks (Downtown Plan)	\$1,590,000	Short-Term
3	Main Street - 100 W to 100 E	Medians	Planted Medians (Downtown Plan)	\$87,000	Short-Term
4	Main St / 500 W	Intersection Improvements	Curb Extensions, Left-Turn Phasing Changes (Pending Study)	\$153,000	Short-Term
5	Main St / 100 W	Intersection Improvements	Curb Extensions, Left-Turn Phasing Changes (Pending Study)	\$153,000	Short-Term
6	Main St / Vernal Ave	Intersection Improvements	Curb Extensions SW/ SE Corners, Left-Turn Phasing Changes (Pending Study), Extended No Parking Zone	\$103,000	Short-Term
7	Main St / 100 E	Intersection Improvements	Curb Extensions	\$91,000	Short-Term
8	Main St / 500 E	Intersection Improvements	Curb Extensions, Left-Turn Phasing Changes (Pending Study)	\$153,000	Short-Term
9	-	Driver Safety Program	-	\$300,000	Short-Term
10	100 N / 100 S - 1000 W to 500 E	Bike Lanes	Restripe with Bike Lanes	\$679,000	Short-Term
11	US 40 - Aggie Blvd to 700 W	Medians	Raised Medians/ Access Consolidation (UDOT Corridor Study)	\$1,660,000	Mid-Term
12	100 S / US 40	Intersection Improvements	Westbound Right-Turn Lane, Warning Signs W3-3 (Corridor Study), Near-Side Signal for SW Approach	\$187,000	Mid-Term
13	500 S / US 40 West	Intersection Improvements	Right-Turn Lanes, Left-Turn Phasing Changes (Pending Study)	\$231,000	Mid-Term
14	1000 S / US 40	Intersection Improvements	Right-Turn Lanes, Left-Turn Phasing Changes (Pending Study)	\$231,000	Mid-Term

15	500 N / 1500 W	Intersection Improvements	Intersection Reconstruction With Turn Lanes And Sidewalks (Pending Ashley Valley Watershed Project)	\$1,990,000	Mid-Term
16	100 N / 500 W	Intersection Improvements	Right-Turn Lanes, Intersection Lighting, Relocate Signal Cabinet	\$50,000	Mid-Term
17	1220 W / US 40	New Intersection / Connections	New Intersection (Potential Signal) With Access Management Improvements	\$2,340,000	Long-Term
18	1150 W / Main St	Reduced Speed School Zone	School Crosswalk And Reduced Speed School Zone (Pending Study)	\$22,000	Short-Term
19	500 W - 200 N to 400 N	Pavement Markings	Stripe Outside Shoulder	\$17,000	Short-Term
20	500 W / Robinwood Lane	Reduced Speed School Zone	School Crosswalk And Reduced Speed School Zone (Pending Study)	\$20,000	Short-Term
21	Vernal Ave - 200 S to 800 S	Pedestrian Improvements	Completed Sidewalks South Of 200 S And Near Uintah Community Center	\$1,090,000	Long-Term
22	500 S / 500 W	Intersection Improvement	Roundabout or Traffic Signal, School Crosswalk And Reduced Speed School Zone (Pending Study)	\$2,270,000	Long-Term
23	Vernal Ave / 500 S	Intersection Improvements	Roundabout or Traffic Signal	\$2,120,000	Long-Term
24	500 S / 500 E	Intersection Improvements	Roundabout or Traffic Signal	\$2,240,000	Long-Term
25	Aggie Blvd / ~200 S	Crosswalk, School Crosswalk	School Crosswalk And Reduced Speed School Zone (Pending Study)	\$27,000	Short-Term
26	1000 W / Main St	Intersection Improvements	Pavement Marking Updates	\$9,000	Short-Term
27	500 W - 1500 S to 500 S	Pedestrian Improvements	Completed Sidewalks on East Side	\$1,200,000	Long-Term
28	900 W / 300 N	Intersection Improvements	No Parking Zone to Improve Sight Distance	\$2,000	Short-Term

## SECTION 6 | EQUITY CONSIDERATIONS

This Action Plan considered equity through its development, identifying underserved communities early in the process. The Equity Analysis, in collaboration with appropriate partners, focused on initial equity impact assessments of the proposed projects and strategies, and population characteristics.

The first step on the Equity Analysis was utilizing the SS4A Underserved Communities Census Tracts web tool. The search yielded no disadvantaged census tracts in Vernal City, which led to utilizing the CDC's Social Vulnerability Index (SVI) and the Climate and Economic Justice Screening Tool. Both of these tools show disadvantaged tracts within Vernal City limits.

This plan also took a more in-depth analysis at the block group level using the American Community Survey (2019). Block group level analysis specifically looked at internet access, homes without a vehicle, and non-English households.

### SOCIAL VULNERABILITY INDEX

The CDC social vulnerability index (SVI) indicates the potential risks that communities face in the event of a hazardous event. The CDC ranks each census tract on 16 social factors including poverty, lack of vehicle access, and crowded housing. The 16 social factors are grouped into four themes: socioeconomic status, household characteristics, ethnic minority status, and housing type/transportation.

There are four census tracts within Vernal City limits. The table below shows the 4 themes and the overall SVI score (converted to a percentage, 100% being the most vulnerable 0% being the least vulnerable). The census tracts that are highly vulnerable (scoring greater than or equal to 75%) are highlighted in red.

Census Tract	Socioeconomic Status	Household Characteristics	Racial and Economic Minority	Housing Type/Transportation	Overall SVI
9683.01	80%	81%	19%	66%	74%
9684.01	87%	50%	63%	93%	87%
9684.03	99%	87%	61%	68%	91%
9684.04	81%	11%	49%	64%	59%

Table 6.1 Social Vulnerability Index- tracts in Vernal City.



## SOCIAL VULNERABILITY INDEX (OVERALL)

Figure 6.1 shows the overall social vulnerability (SVI) score for all census tracts in Uintah County. Four out of eight census tracts are highly vulnerable and three tracts are classified as having medium-high vulnerability.

Figure 6.2 shows the same dataset but zoomed in on the city of Vernal. Two of the four census tracts that lie within Vernal City limits are highly vulnerable.

Vulnerable populations throughout Uintah County utilize Vernal City as it provides amenities and resources that cannot be found in the smaller cities and towns

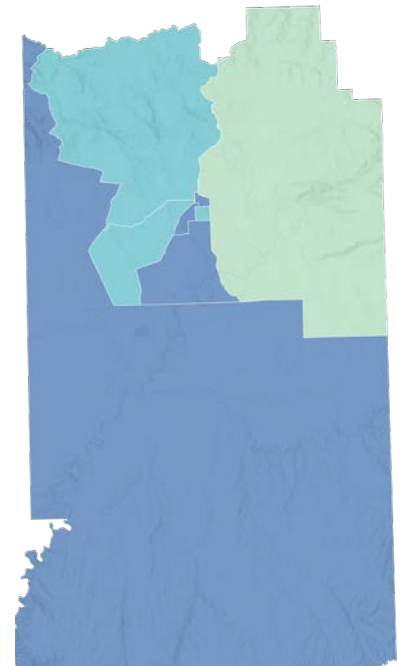


Figure 6.1 Social Vulnerability Index (overall) Uintah County.

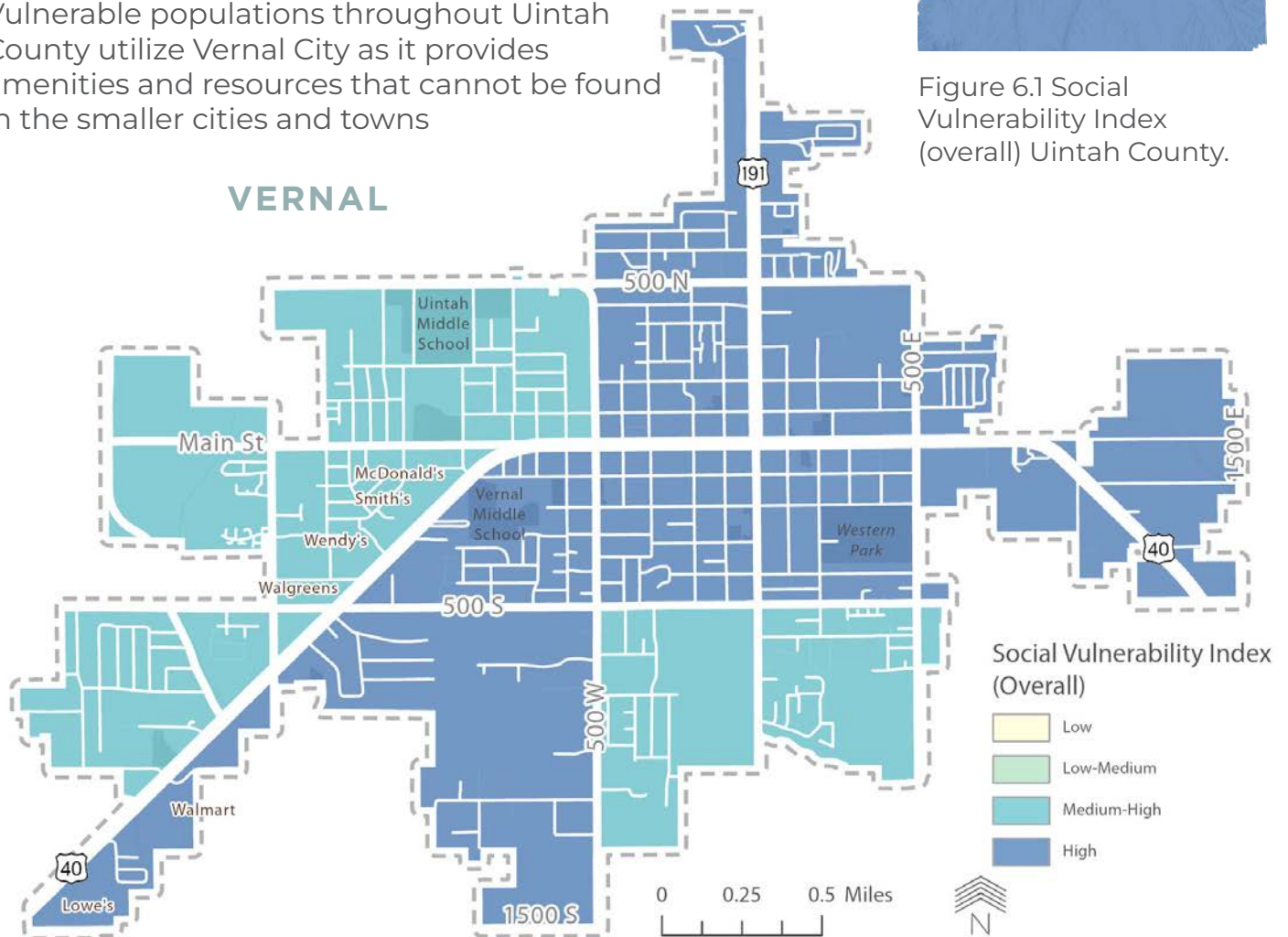


Figure 6.2 Social Vulnerability Index (overall) in Vernal City.

## SOCIAL VULNERABILITY INDEX (SOCIOECONOMIC STATUS)

Figure 6.3 shows the socioeconomic SVI score for census tracts in Vernal City. All four census tracts are considered highly vulnerable. The socioeconomic score is calculated using the following criteria:

- Below 150% Poverty
- Unemployed
- Housing Cost Burden
- No High School Diploma
- No Health Insurance

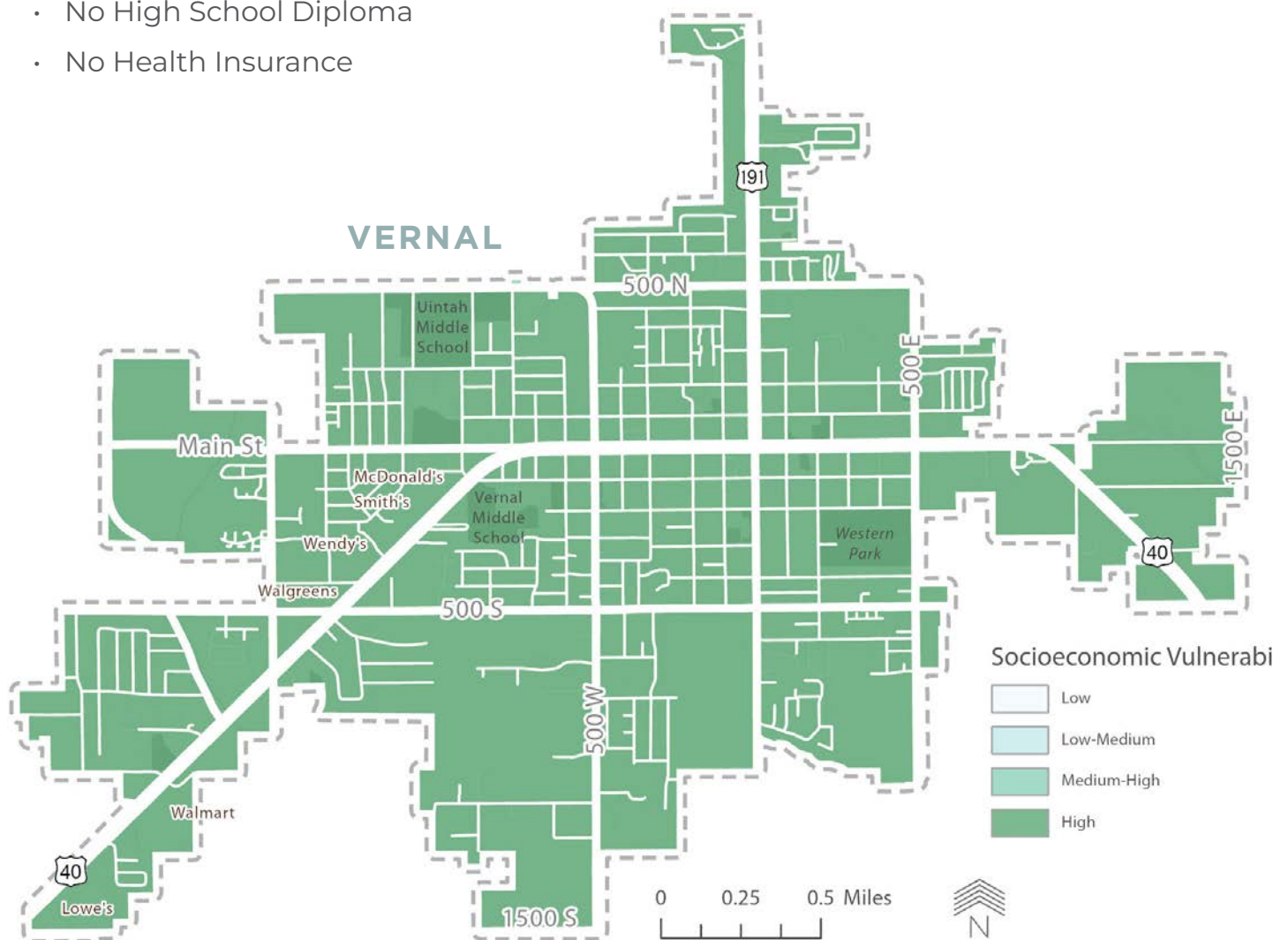


Figure 6.3 SVI Socioeconomic Status in Vernal City.

## SOCIAL VULNERABILITY INDEX (HOUSEHOLD CHARACTERISTICS)

Figure 6.4 shows the household characteristics SVI score for census tracts in Vernal City. Two of the four census tracts are considered highly vulnerable. The household characteristic score is calculated using the following criteria:

- Aged 65 & Older
- Aged 17 & Younger
- Civilian with a Disability
- Single-Parent Households
- English Language Proficiency

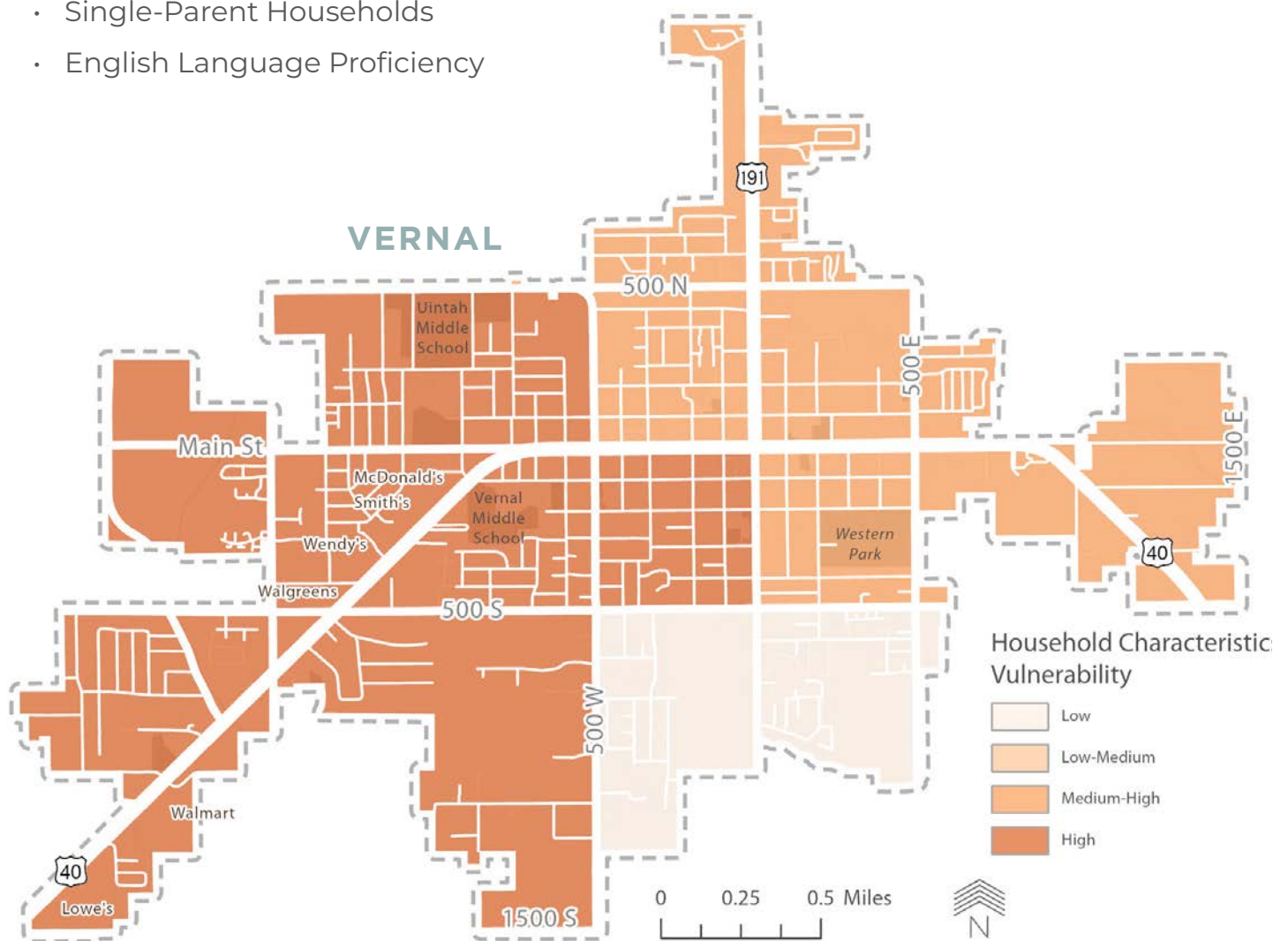


Figure 6.4 SVI Household Characteristics in Vernal City.

## SOCIAL VULNERABILITY INDEX (RACIAL & ETHNIC MINORITY STATUS)

Figure 6.5 shows the racial and ethnic minority status SVI score for census tracts in Vernal City. None of the four census tracts are considered highly vulnerable but two of the tracts are considered medium-high vulnerability. The household characteristic score is calculated using the following criteria:

“Hispanic or Latino (of any race); Black and African American, Not Hispanic or Latino; American Indian and Alaska Native, Not Hispanic or Latino; Asian, Not Hispanic or Latino; Native Hawaiian and Other Pacific Islander, Not Hispanic or Latino; Two or More Races, Not Hispanic or Latino; Other Races, Not Hispanic or Latino.”

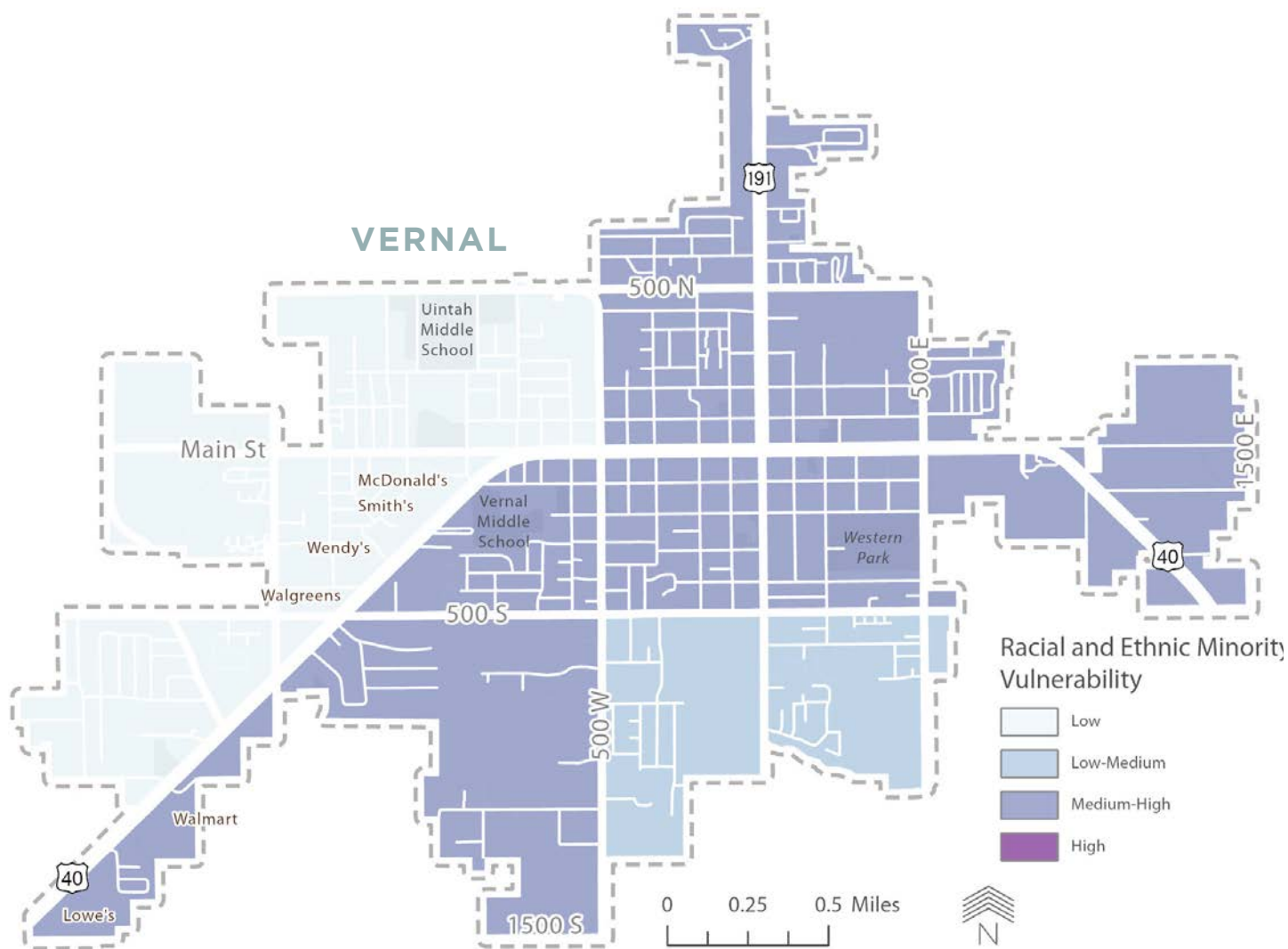


Figure 6.5 SVI Racial & Ethnic Minority Status in Vernal City.



## SOCIAL VULNERABILITY INDEX (HOUSING TYPE & TRANSPORTATION)

Figure 6.6 shows the housing type and transportation SVI score for census tracts in Vernal City. One of the four census tracts is considered highly vulnerable and the other three tracts are considered to be medium-high vulnerability. The housing type and transportation score is calculated using the following criteria:

- Multi-Unit Structures
- Mobile Homes
- Crowding
- No Vehicle
- Group Quarters

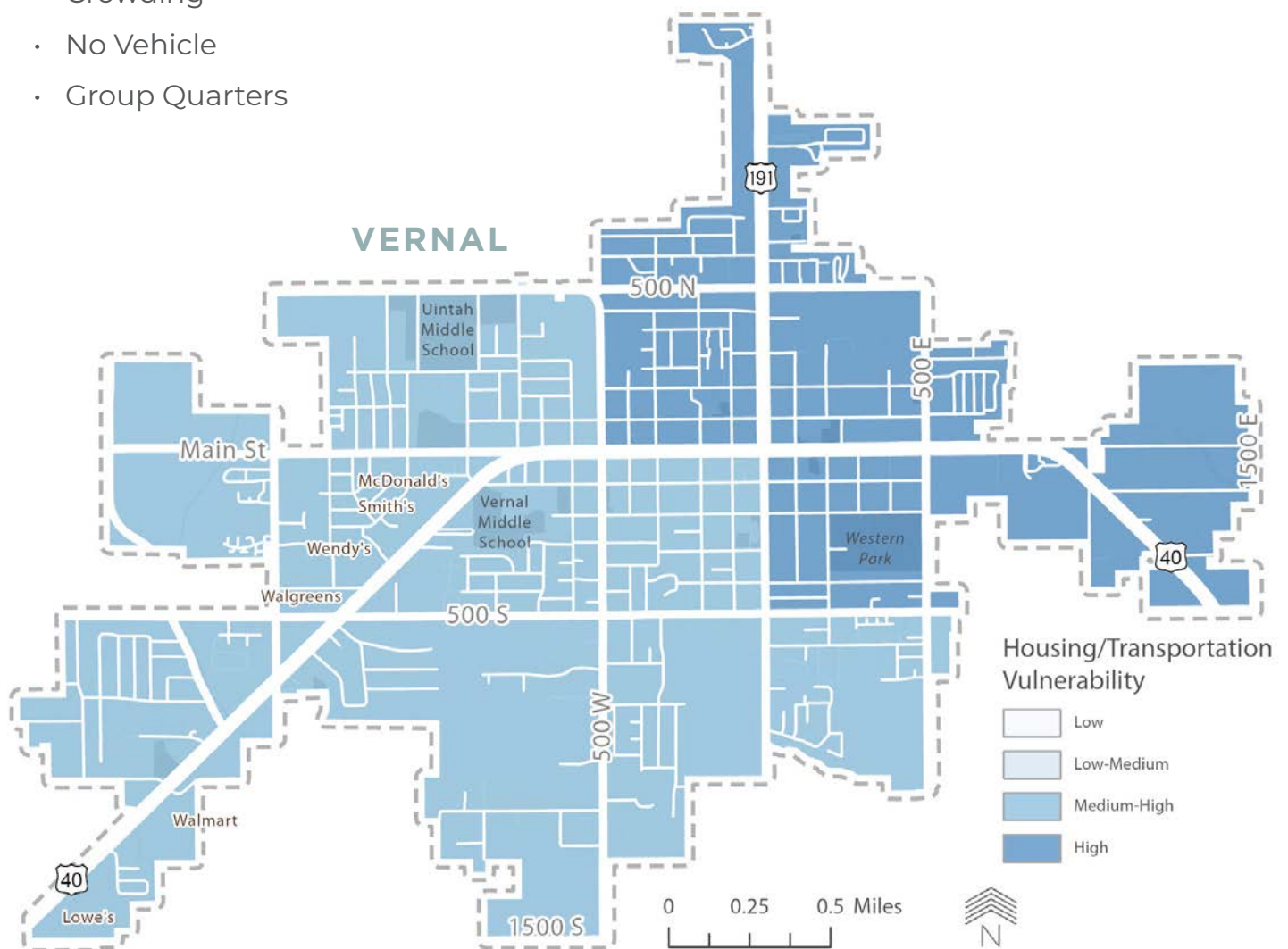


Figure 6.6 SVI Housing Type & Transportation in Vernal City.

## CLIMATE AND ECONOMIC JUSTICE SCREENING TOOL

The Climate and Economic Justice Tool uses datasets as indicators of environmental, climate, and socioeconomic burdens. If a census tract is at or above the threshold for one or more environmental burden and at or above the threshold for an associated socioeconomic burden it is highlighted as disadvantaged. There are three tracts in Vernal City that are considered disadvantaged (Figure 6.7). Tracts in Vernal are disadvantaged due to:

- Wildfire risk (above 90th percentile)
- Unemployment (above 90th percentile)
- High school education (Percent of people ages 25 years or older whose high school education is less than a high school diploma)
- Low-income (People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed)

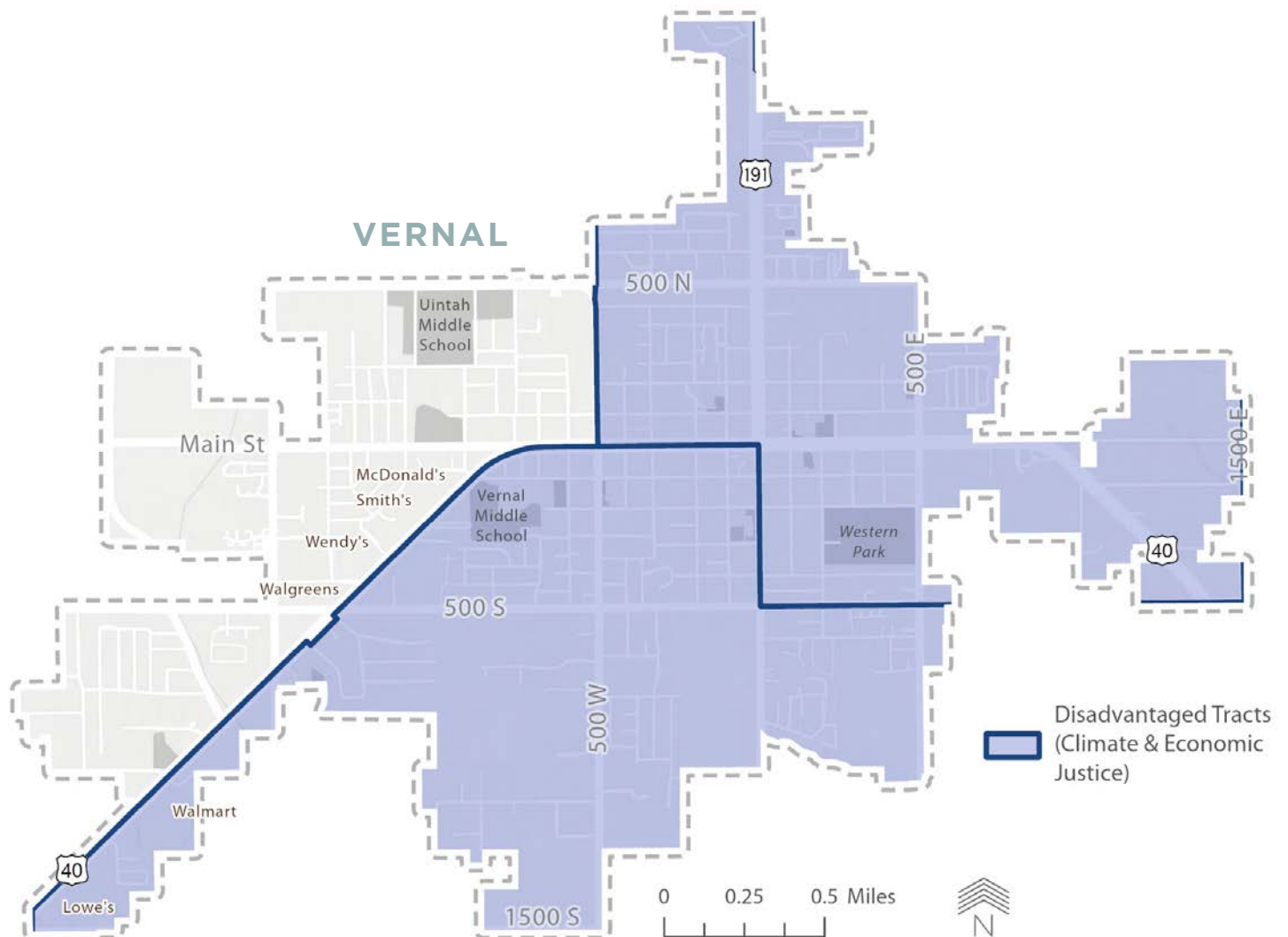


Figure 6.7 Disadvantaged Tracts in Vernal City (Climate and Economic Justice).

# CARLESS HOUSEHOLDS

Most residences in Vernal City have at least one car. However, certain areas have higher percentage of carless households as indicated in orange on Figure 6.8. Residents of these areas are more likely to rely on active transportation as well as transit and can benefit from improvements related to walking and biking like crossings and signage. Understanding carless household distribution throughout Vernal City helped guide recommendations for this plan.

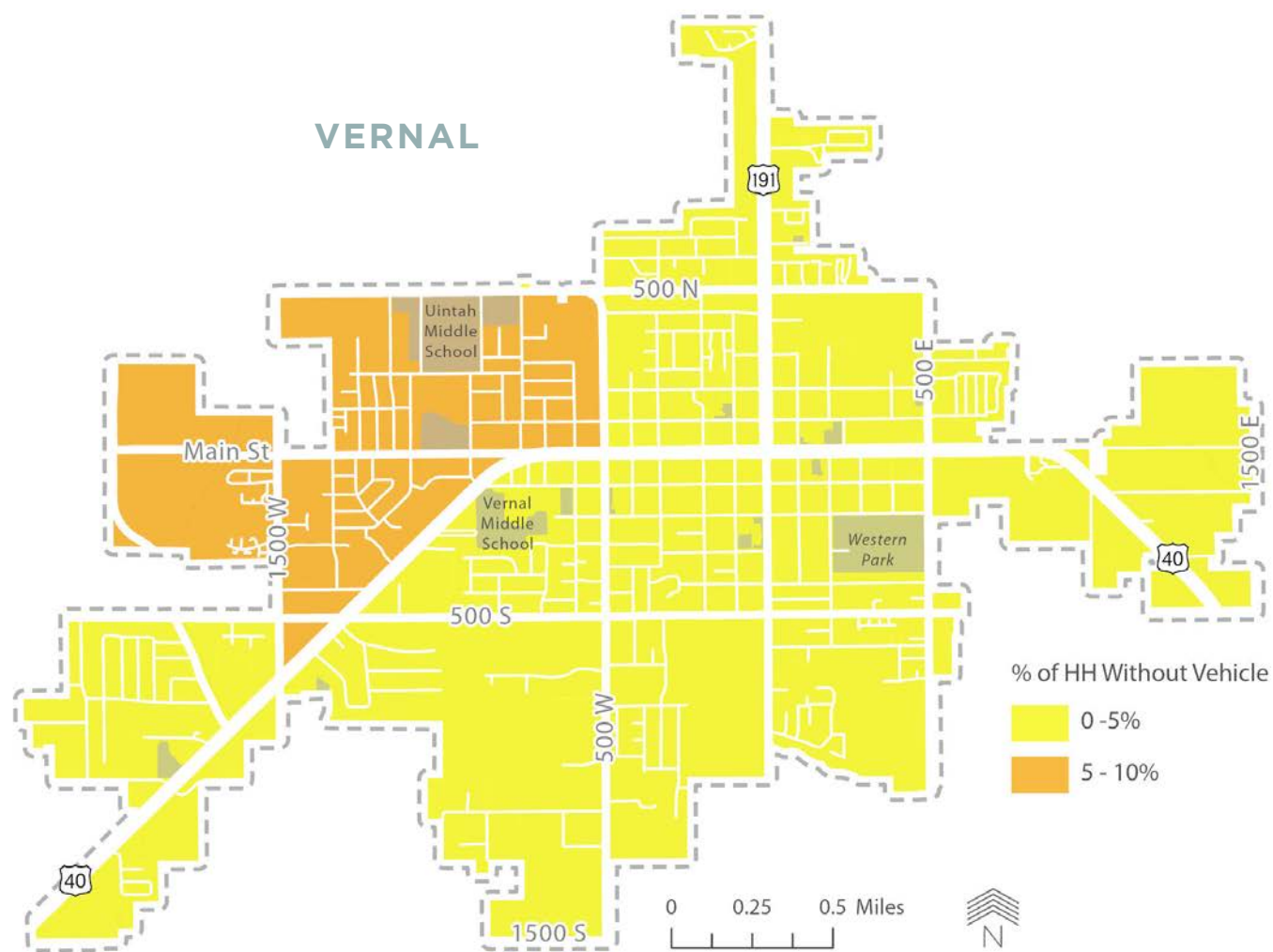


Figure 6.8 Carless Households in Vernal City.



## INTERNET ACCESS

Most of the outreach for the Comment Map, Safe Kids Fair and Public Open Houses was done online via social media and the city website. For this reason, it was important to understand which areas of Vernal have low access to internet in order to employ alternative methods of communication. As seen on Figure 6.9, the residential area represented in dark red has the lowest access to internet in the city, with over 20% households lacking internet connection. For this reason, the project team placed door hangers on over 200 residences to inform them of feedback opportunities.



Figure 6.10 Door hanger placed on neighborhood with low internet access.

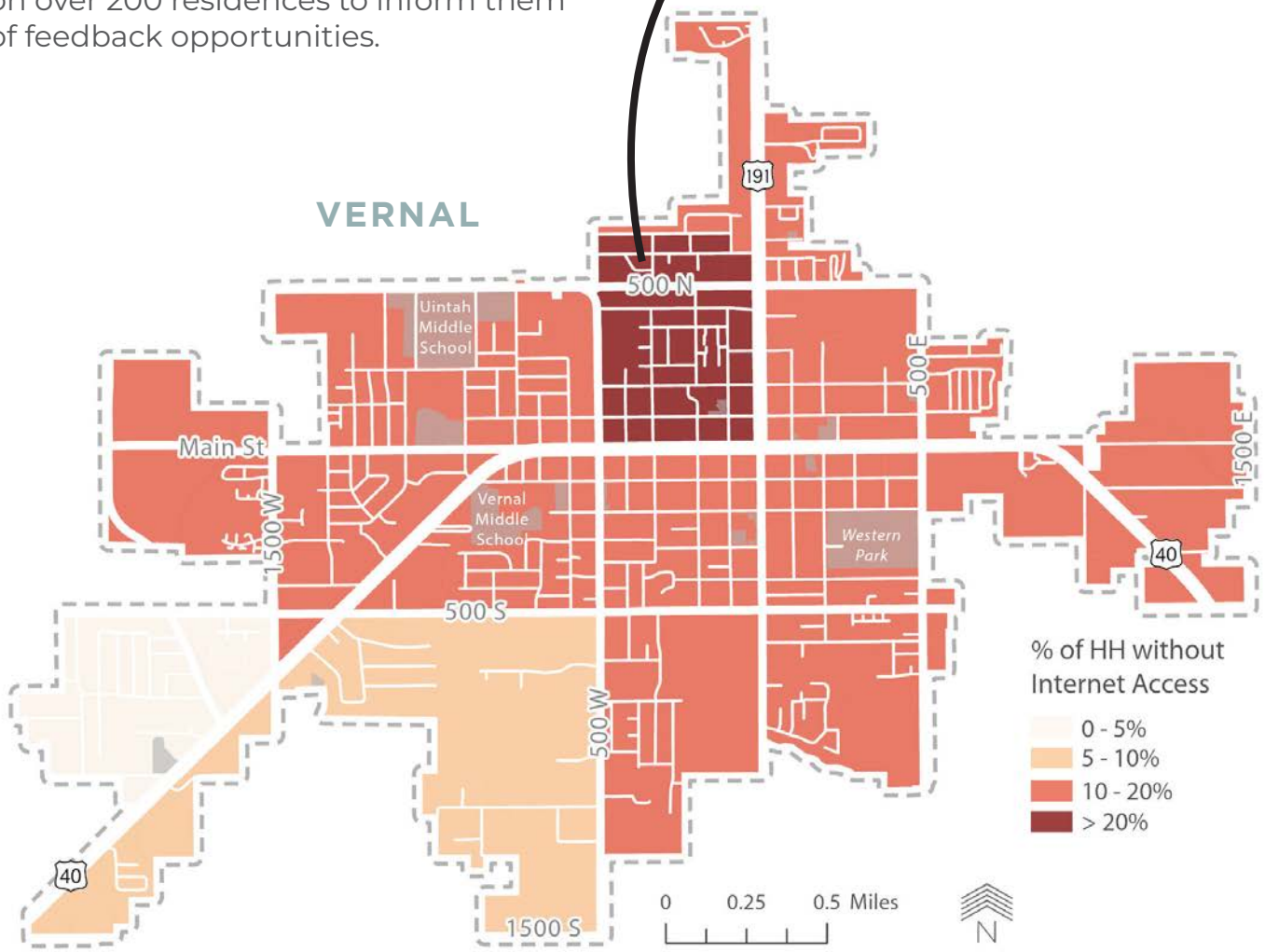


Figure 6.9 Internet Access in Vernal City.



## SECTION 7 | PROGRESS AND TRANSPARENCY

It is not enough to adopt this Action Plan. Continuing to collect and analyze data, regular reporting, and updates to this and other plans are essential to make progress towards the goal of zero roadway fatalities and fewer serious crashes.

### MEASURING PROGRESS

It is the responsibility of the Vernal Public Safety Committee to monitor and implement this Action Plan. To measure progress towards the goal of zero roadway fatalities and fewer serious crashes, the Committee will utilize the following metrics and methods:

- **Fatality and Serious Injury Rates:** Tracking the number of fatalities and serious injuries over time provides a direct measure of progress. Monitoring the trend and comparing it with baseline data helps assess the effectiveness of safety initiatives and identify areas that require further attention.
- **Crash Severity:** Analyzing the severity of crashes can provide insights into progress. Monitoring the percentage of crashes resulting in fatalities or serious injuries compared to overall crash rates can indicate improvements in crash outcomes.
- **Crash Hotspots:** Identifying high-risk areas or “crash hotspots” helps prioritize interventions. Analyzing crash data to identify locations with a disproportionately high number of crashes and implementing targeted safety measures can lead to significant progress in reducing fatalities and serious crashes.
- **Vulnerable Road User Safety:** Focusing on the safety of pedestrians, cyclists, and other vulnerable road users is essential. Tracking metrics such as pedestrian and cyclist fatalities, near misses, and compliance with safe infrastructure guidelines can help evaluate progress in creating safer conditions for these users.
- **Public Perception and Awareness:** Conducting surveys and gathering public feedback on road safety perceptions can provide valuable insights. Monitoring public awareness campaigns’ effectiveness, perception of safety, and knowledge of safe behaviors can help gauge progress and identify areas for improvement.
- **Comparative Analysis:** Comparing progress against regional, national, or international benchmarks can provide context and identify areas for improvement. Analyzing data from comparable regions or countries with successful road safety records can inform strategies to achieve similar outcomes.

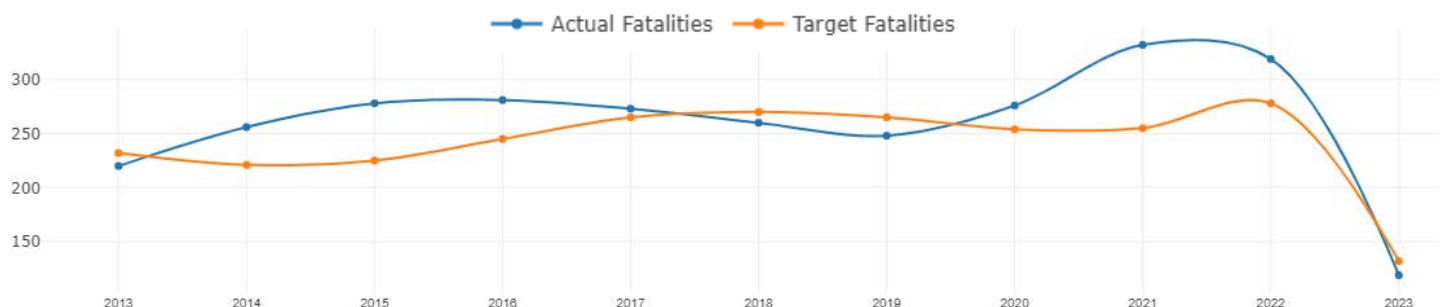


Figure 7.1 Utah Historic Traffic Fatalities and Goal

## SERIOUS AND FATAL CRASHES

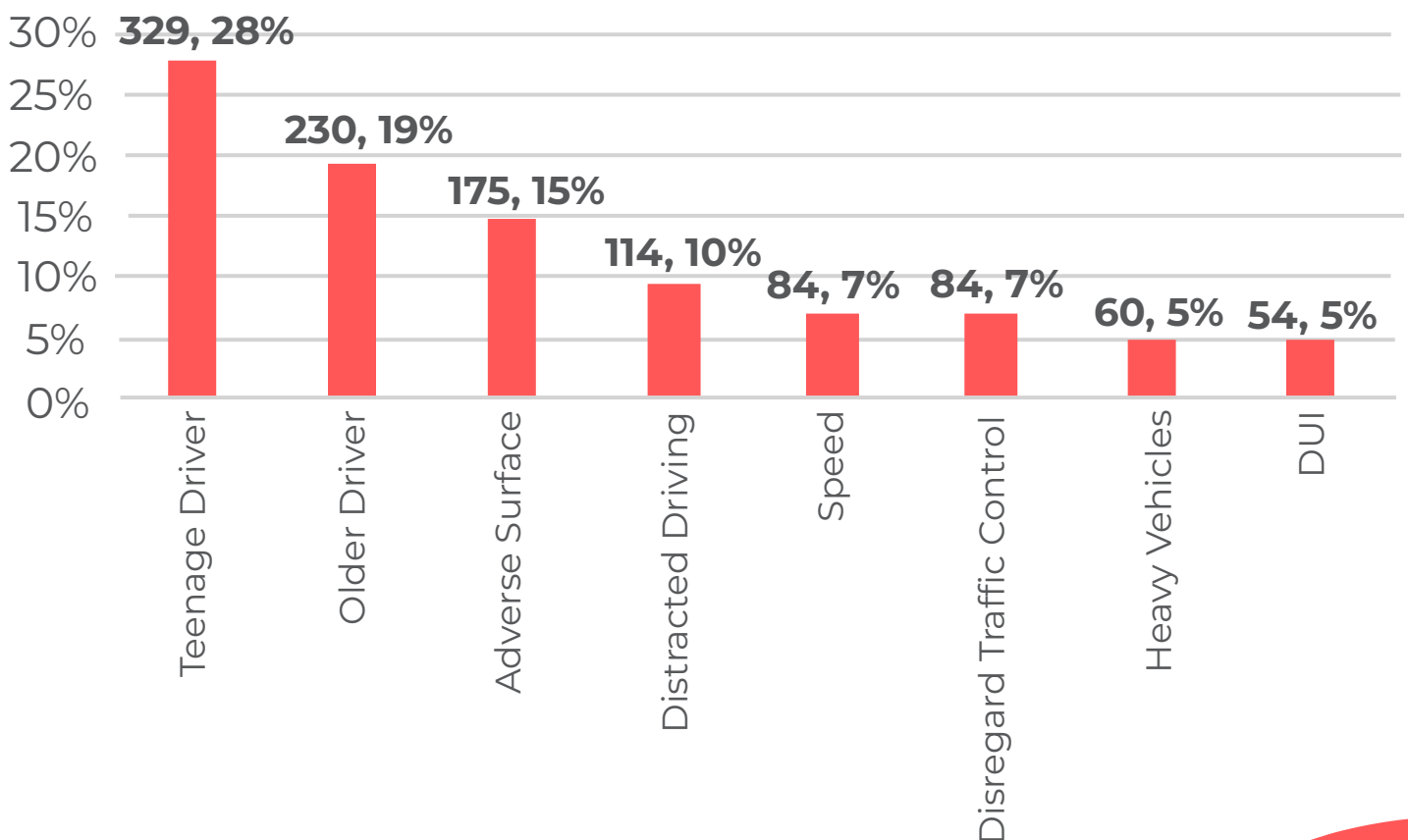
Vernal City will work with the Utah Department of Public Safety to continue to monitor crashes, in particular, serious and fatal crashes. Vernal has had two fatal and 12 serious injury crashes in the last 6.5 years. These are metrics that will be tracked going forward to gauge the success of safety improvements.

## LEFT TURN CRASHES AND TEENAGE INVOLVED CRASHES

In the last 6.5 years Vernal has seen an average of 35.5 left turn and U turn involved crashes per year—a total of 231 crashes since 2016. This plan proposes to implement medians at several key locations. Monitoring the number of left turn and U turn involved crashes will indicate the level of success medians have at reducing these crashes.

Nearly 30% of all crashes from 2016-2022 involved a teenage driver, a total of 329 crashes since 2016. Educational campaigns at schools and community events will help reduce the number of teenage involved incidents. Continued coordination with the Utah Department of Public Safety will show whether educational campaigns statistically reduce the number of teen involved crashes in Vernal.

Figure 7.1 Crashes in Vernal City (2016-2022) classified by contributing factors.



## REGULAR REVIEW AND UPDATE

Regularly reviewing and updating an Action Plan is crucial as it ensures the plan's ongoing relevance, monitors progress towards set goals, addresses emerging issues, engages stakeholders, applies available resources, and ensures implementation. Through annual reviews, the plan can be evaluated and updated to align with current conditions, incorporate new trends and best practices, and address evolving road safety challenges.

## CONTINUED COMMUNICATION

One of the most critical components to implementing this plan is maintaining public support. The public are the primary users of Vernal's transportation system and have firsthand knowledge of the safety issues and concerns in their communities. Their input provides valuable insights, helps identify specific problem areas, and ensures that this Action Plan reflects the needs and priorities of the community. Public involvement also fosters a sense of ownership and collaboration, leading to increased compliance and successful implementation of the safety initiatives.

As part of this Plan, the City created a comment map at [vernalactionplan.com](https://vernalactionplan.com) (see Section 3). The purpose is to receive community feedback about specific safety concerns, project ideas, and areas the community appreciates in their current state. The map received many comments and provided valuable feedback. This map remains open and will be used as an ongoing communication tool. Engagement with this website will be a metric that can be tracked in the future. Community events with a safety component will also be used to demonstrate the City's efforts and continue to solicit. When the Tri-County Safe Kids Fair is held, the City will be an active participant

## MONITORING AND IMPLEMENTATION

The Vernal Public Safety Committee plays a critical role in ensuring the ongoing effectiveness of this Action Plan. The Committee convenes regularly throughout the year, or even more frequently if circumstances demand it. At these meetings the Plan will be regularly reviewed and its progress measured. In addition to the review process, the Committee will assist in an annual update of the Action Plan.

As funding becomes available, the Committee will also confirm the priority of the project list and recommend the application of funds for the completion or construction of projects. Their efforts will ensure the Plan's relevance and facilitate collaboration with stakeholders to create a safer environment for all users of Vernal's transportation system.



July 3, 2023

**Keith Despain, PE**

Public Works Director  
Vernal City  
374 E Main Street  
Vernal, UT 84078

**Re: Block Survey – 100 W to 100 E and Main Street to 100 North**

Dear Mr. Despain:

CRS appreciates the opportunity to provide survey for the 100 North Blocks between 100 West and 100 East on Main Street in Vernal Utah. This project is composed of approximately 12 acres and will include boundary and topographic survey needed to design perform civil design work on those two blocks.

We have detailed our project understanding and scope of services below.

**PROJECT UNDERSTANDING AND ASSUMPTIONS**

The existing site is comprised of approximately 12 acres located between Main Street and 100 North between 100 West and 100 East. This proposal addresses the survey services for those two blocks.

The following items are excluded from our proposal:

1. Permit Fees
2. Title Reports – Reimbursable cost to the city.

**SURVEY SERVICES AND FEE**

- |  |          |
|--|----------|
| 1. Survey and Mapping Services   | \$22,400 |
| a. We have included Topographic Survey to collect surface features and existing utilities as well as building faces and finished floor elevations. Blue Stakes request will be made prior to field services to collect any marking when the survey crews are in the field. CRS will coordinate with the city to utilize the same coordinate system and boundaries as shown from the platting work that is completed. |          |
| b. Survey control was previously set and will be utilized to will be set and used during design and protected for future construction.   |          |
| c. Cross Access and pedestrian easements and public access easements   |          |

## **SCHEDULE**

We anticipate a 2-month survey phase schedule. Upon a notice to proceed CRS will produce a critical path schedule to be used in our progress update meetings.

## **FEE**

The total fee for this survey is **\$22,400** and will be billed monthly on a T&M basis not to exceed the listed total. Any additional services not included in the scope of services will be negotiated and authorized prior to proceeding with work.

CRS looks forward to working with you on this project, and we appreciate the opportunity to present this proposal to you. If the information provided meets your approval, we will start the necessary contracting procedures and coordinate the project schedule. Please reach out to me on my cell **(435) 790-1323** with any questions or concern. I look forward to hearing from you.

Sincerely,

**CRS Engineers**

A handwritten signature in blue ink, appearing to read "Craig A. Nebeker".

Craig Nebeker  
Manager, Uintah Basin

CC

M:\01 Proposals\04 Letter 2016-Present\2023\08 - Uintah Basin\M2023-0176 - Vernal City 100 N. Block Survey



## AMENDMENT NO. 1

### STANDARD AGREEMENT AND GENERAL CONDITIONS BETWEEN OWNER AND CONSTRUCTION MANAGER

#### (Where the Basis of Payment is a Guaranteed Maximum Price with an Option for Preconstruction Services)

Dated 6/23/2023.

Pursuant to Section 3.3 of the Agreement dated 05/03/2023 between the Owner, Vernal City and the Contractor, B H Inc. for Vernal Zion's Block Improvement (the Project), the Owner and the Contractor desire to establish a Guaranteed Maximum Price ("GMP") for the Work. Therefore, the Owner and the Contractor agree as follows:

#### ARTICLE 1 GUARANTEED MAXIMUM PRICE

The Contractor's GMP for the Work, including the Cost of the Work as defined in Article 8 and the Contractor's Fee as set forth in Section 7.3, is two million, thirty-four thousand, three hundred twelve dollars, and thirty cents (\$2,034,312.30).

The GMP is for the performance of the Work in accordance with the exhibits listed below, which are part of this Agreement.

EXHIBIT A Drawings and Specifications, including Addenda, if any, and information furnished by the Owner under Section 4.3, dated 6/23/2023, 2 pages.

EXHIBIT B Allowance Items, dated 6/23/2023, 1 page.

EXHIBIT C Assumptions and Clarifications on which the GMP is based, dated 6/23/2023, 1 page.

EXHIBIT D Schedule of Work, dated 6/23/2023, 1 pages.

EXHIBIT E Alternate Prices, dated 6/23/2023, 1 page.

EXHIBIT F Unit Prices, dated 6/23/2023, 4 pages.

EXHIBIT G A statement of any work to be self-performed by the Contractor, dated 6/23/2023, 1 page.

#### ARTICLE 2 DATE OF SUBSTANTIAL COMPLETION

The Date of Substantial Completion of the Work is 5/31/2024.

#### ARTICLE 3 DATE OF FINAL COMPLETION

The Date of Final Completion of the Work is: 06/14/2024 or within fourteen (14) Days after the Date of Substantial Completion, subject to adjustments as provided for in the Contract Documents.

This Amendment is entered into as of 6/23/2023.



ATTEST: \_\_\_\_\_

OWNER: Vernal City

BY: \_\_\_\_\_

PRINT NAME \_\_\_\_\_

PRINT TITLE \_\_\_\_\_

ATTEST: \_\_\_\_\_

CONTRACTOR: BHI

BY: \_\_\_\_\_

PRINT NAME Brandon Wilkins

PRINT TITLE Vice President

END OF DOCUMENT.



**Exhibit "A"**

**List of Plans and Specifications, including Addendums**

6/23/2023

**PROJECT:**

Vernal Zion's Block Improvements

**SPECIFICATIONS:**

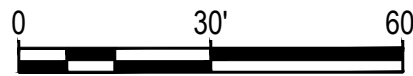
Zion's Block Bid Documents & Specifications – Dated January 2023























**PLANS:**

- Zion's Surface Civil Plans – Dated January 2023
- Zion's Surface Landscape Plans – Dated January 2023
- Zion's Surface Electric Plans – Dated January 2023
- Zion's Surface Civil Plans – Redline (SEE ATTACHED)

**ADDENDUMS:**

- Addendum 1 – Dated January 31, 2023
- Addendum 2 – Dated February 16, 2023
- Addendum 3 – Dated February 27, 2023
- Addendum 4 – Dated March 8, 2023
- Addendum 5 – Dated March 10, 2023



EXISTING	PROPOSED	
		BOLLARD
		PAVEMENT STRIPING
		SIGN
		RMP TO INSTALL PARKING LOT LIGHTING, COORDINATE WITH RMP
		CHAIN LINK FENCE
		COLLECTING CURB AND GUTTER
		SHEDDING CURB AND GUTTER
		EDGE OF ASPHALT
		CONCRETE PAVEMENT
		COLORLED CONCRETE PAVEMENT, REFERENCE LANDSCAPE PLANS FOR COLOR
		ASPHALT PAVEMENT
		PAVERS
		GRAVEL
		BUILDING
		SEE LANDSCAPE PLANS
		PROPERTY BOUNDARY
		LOT BOUNDARY
		EASEMENT
		SAWCUT

### SITE KEYED NOTES

- 1 ASPHALT PAVEMENT PER DETAIL 3/CP501
- 2 KS100 KLASSICDRAIN (4" ACO TRENCH DRAIN) WITH LOAD CLASS B LONGITUDINAL STAINLESS STEEL GRATE. INSTALL PER MANUFACTURER SPECIFICATIONS
- 3 30" COLLECTING CURB PER VERNAL CITY STD DTL 2/CP501
- 4 30" SHEDDING CURB PER VERNAL CITY STD DTL 2/CP501
- 5 4" WHITE PAVEMENT STRIPING
- 6 36" WATERWAY PER DETAIL 6/CP501
- 7 HEAVY DUTY CONCRETE PER DETAIL 4/CP501. DUMPSTER ENCLOSURE PER DETAILS 1/CP502, 3/CP502, 4/CP502, AND 5/CP502
- 8 ADA ACCESSIBLE PARKING STALL WITH PAINTED LOGO AND HANDICAP SIGN PER DETAIL 5/CP501
- 9 TRANSITION BETWEEN DIFFERENT CURB TYPES
- 10 SEE LANDSCAPE PLANS
- 11 CHARGING STATIONS FOR ELECTRIC CARS
- 12 PLANTER BED SEE LANDSCAPE PLANS
- 13 PAVERS SEE LANDSCAPE PLANS
- 14 8" CONCRETE PER VERNAL CITY STD DL 1/CP501
- 15 6" CURB WALL PER DETAIL 2/CP502
- 16 ADA RAMP PER APWA PLAN 238
- 17 ADA RAMP PER APWA PLAN 236.3
- 18 CAST IRON TRUNCATED DOMES
- 19 ELECTRIC VEHICLE PARKING PAINTED LOGO
- 20 6" CONCRETE SIDEWALK PER DETAIL 4/CP501
- 21 MATCH GUTTER TO WATERWAY EDGE
- 22 6" CONCRETE MOW STRIP

## SHEET NOTES

1. THE ENGINEER HAS MADE AN EXTENSIVE EFFORT TO LOCATE ALL EXISTING UTILITY LINES FROM RECORDS PROVIDED BY OTHERS AND EVIDENCE IN THE FIELD. CONTRACTOR TO VERIFY ALL EXISTING UTILITY LOCATIONS PRIOR TO COMMENCING WORK.

[illegible]

0 1 2

IF THE ABOVE SCALE BAR DOES NOT MEASURE 1-INCH IN LENGTH, DO NOT USE THIS DRAWING FOR SCALING PURPOSES. DIMENSIONS AND MEASUREMENTS SPECIFIED IN THE DRAWING TAKE PRECEDENCE TO SCALED MEASUREMENTS.

THE INFORMATION CONTAINED IN THIS DRAWING IS THE PROPERTY OF CRS ENGINEERS AND IS NOT TO BE REPRODUCED, MODIFIED OR USED FOR ANY OTHER PROJECT OR EXTENSION OF THIS PROJECT EXCEPT BY AGREEMENT WITH CRS ENGINEERS.

PRINCIPAL  
D. EYRE

PROJECT MANAGER  
G. NELSON

CHECKED BY  
O. SORENSON

DRAWN BY  
E. BAUR

DRAWING SCALE  
AS SHOWN

ISSUE DATE  
JANUARY 2023

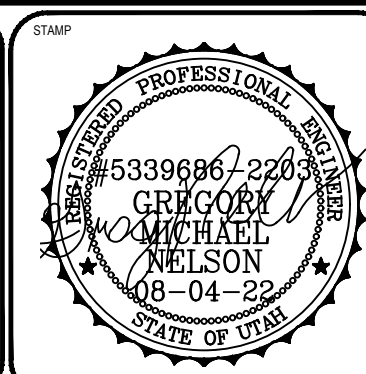


**CRS ENGINEERS**  
Answers to Infrastructure®

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VERNAL CITY  
VERNAL-ZION'S BLOCK IMPROVEMENT  
SITE PLAN

MAIN STREET & VERNAL AVENUE



PROJECT NUMBER	
2021-0429	
SHEET	OF
5	14
SHEET NUMBER	
CP101	



**Exhibit "B"**

**Allowance Items**

6/23/2023

**PROJECT:**

Vernal Zion's Block Improvements

**ALLOWANCE ITEMS:**

- Item 25 – Shade Sail 3 EA
- Item 26 – Shade Sail Poles 9 EA
- Item 35 – Fire Pit 1 EA
- Item 50 – Concrete Seating 13 CY





## Exhibit "C"

Assumptions and Clarifications

6/23/2023

**PROJECT:**

Vernal Zion's Block Improvements

**ASSUMPTIONS:**

- Vernal City has entered into a separate contract with a subcontractor to install ALL wet utilities prior to BHI commencing work, except for the storm water inlets included in the bid schedule, and landscaping irrigation.
- Bid does not include the installation of the RMP provided precast concrete transformer vault for the EV charging station.
- Installation of conduit that has been discussed for the power supply from 3 phase transformer from the northwest corner of the laundromat to Evolve property.
- City to supply utility screen, tree grates, custom bike rack, standard round flowerpots.
- RMP electrical design for the parking lot lighting system and decorative pedestrian lights will be complete prior to start of construction.
- Vernal City has submitted a formal request for a new electrical and power service through RMP.
- Materials testing (compaction, concrete, etc.) will be provided by Vernal City.
- Permitting and fees by Vernal City and coordinated with BHI.

**CLARIFICATIONS:**

- BHI excludes ALL Q & A portions of the addendums.
- Updated bid schedule submitted for final GMP will supersede all other bid schedules.
- Elimination of all pavers over rat slab and adjust concrete quantities as follows:

Area	Thick (in.)	Color	Sq. Ft.
Drive	8	Natural	7,290
Patio	6	Natural	4,660
Sidewalk	4	Natural	480

Area	Thick (in.)	Color	Sq. Ft.
X-Walk	8	Colored	340
Patio	6	Colored	6,330

- The power meter conversions will need to be scheduled and completed within 30 consecutive calendar days.
- Landscaping and irrigation changes per coordination meeting between Vernal City, BHI, and landscaping contractor.
- 4" trench drain system per coordination meeting between Vernal City, and BHI.
- Adjustments to electrical conduit quantity, size, and length will be a change order.
- Pedestrian lighting will not be routed through the new city meter, and panel.
- The bid is based on Feb. 2023 liquid asphalt price and fuel surcharge which are subject to change at the time of construction, which owner will be responsible for should there be a difference.





**Exhibit "D"**

**Schedule of Work**

6/23/2023

**PROJECT:**

Vernal Zion's Block Improvements

**Schedule of Work:**

- Schedule of Work is pending a Notice to Proceed date, completion of stormwater construction (by others), and a final electrical design for the parking lot lighting and decorative pedestrian lighting.

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**Exhibit "E"**

**Alternate Prices**

6/23/2023

**PROJECT:**

Vernal Zion's Block Improvements

N/A

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BUILDING RELATIONSHIPS ONE PROJECT AT A TIME

**Exhibit "F"**

**Unit Prices**

6/23/2023

**PROJECT:**

Vernal Zion's Block Improvements



## SECTION 00 41 44 UNIT PRICE BIDDING SCHEDULE

Zion's Block Surface Package  
Vernal City

Item No.	Item Description	Estimated Quantity	Units	Unit Price	Item Amount
1.	Mobilization / Demobilization	100%	Lump	326,706.00	326,706.00
2.	Surface Demolition	8072	Sq. Yd.	9.35	75,473.20
3.	Asphalt Pavement	4972	Sq. Yd.	54.65	271,719.80
4.	<del>4" ACC</del> Trench Drain	81	Ln. Ft.	459.15	37,191.15
5.	30" Collecting Curb	641	Ln. Ft.	60.55	38,812.55
6.	30" Shedding Curb	388	Ln. Ft.	61.45	23,842.60
7.	4" White Pavement Striping (2108 Lineal Feet)	100%	Lump	2,904.00	2,904.00
8.	Waterway	309	Ln. Ft.	105.35	32,553.15
9.	Dumpster Enclosure	1	Each	59,684.00	59,684.00
10.	Curb Type Transition	4	Each	1,090.50	4,362.00
11.	Car charging (striping and signage only)	7	Each	1,297.00	9,079.00
12.	6" Curb Wall	357	Ln. Ft.	56.55	20,188.35
13.	<del>K1-906G/S</del> In-line Catch Basin	6	Each	2,754.70	16,528.20
14.	ADA Ramp	14	Each	3,672.90	51,420.60
15.	Electrical Meter Conversions/Replacements	<del>6</del> 7	Each	4,556.00	31,892.00
16.	Cast Iron Truncated Dome	<del>26</del> 28	Each	975.65	27,318.20
17.	Underground Power	<del>782</del> 1	<del>Ln. Ft.</del> L.S.	87,056.00	87,056.00



18.	Nyloplast Drain	2	Each	6,313.00	12,626.00
19.	6" PVC	2	Ln. Ft.	574.00	1,148.00
20.	6" Colored Concrete	<del>5601</del> 6330	Sq. Ft.	20.70	131,031.00
21.	6" Concrete	<del>841</del> 4660	Sq. Ft.	18.40	85,744.00
22.	8" Colored Concrete	<del>6814</del> 340	Sq. Ft.	24.15	8,211.00
23.	8" Concrete	<del>578</del> 7290	Sq. Ft.	21.85	159,286.00
<del>24.</del>	<del>Pavers over Concrete Rat Slab</del>	<del>3,539</del>	<del>Sq. Ft.</del>		
25.	Shade Sail ALLOWANCE	3	Each	3,386.00	10,158.00
26.	Shade Sail Poles ALLOWANCE	9	Each	1,720.15	15,481.35
<del>27.</del>	<del>Hardscape Metal Edge</del>	<del>552</del>	<del>Ln. Ft.</del>		
28.	Vine Trellis (4' Fence, 10' Tall)	4	Each	2,869.50	11,478.00
<del>29.</del>	<del>Dinosaur Footprint (painted)</del>	<del>11</del>	<del>Each</del>		
30.	Removable Bollard	1	Each	2,250.00	2,250.00
31.	Bench	2	Each	2,869.50	5,739.00
32.	Bike Rack	1	Each	2,124.00	2,124.00
<del>33.</del>	<del>Square Planter 18" x 18" x 30"</del>	<del>3</del>	<del>Each</del>		
<del>34.</del>	<del>Rectangular Planter 60" x 24" x 30"</del>	<del>6</del>	<del>Each</del>		
35.	Fire Pit ALLOWANCE	1	Each	20,086.00	20,086.00
36.	Custom Bike Rack (City Provided)	1	Each	919.00	919.00
37.	Decorative Utility Screen (City Provided)	10	Each	1,147.80	11,478.00
38.	Decorative Fence	39	Ln. Ft.	200.90	7,835.10





39.	Tree Gate	12	Each	2,352.95	28,235.40
40.	String Light Pole (Square Tube 4" X 1/4"/.250 – 12.21#)	13	Each	1,178.85	22,345.05
41.	String Lights (Bulk Reel 330')	1	Each	59,082.00	59,082.00
42.	Lighting (conduit and bases for lights only)	17	Each	5,974.25	101,562.25
43.	<del>Gray Chat</del>	<del>17</del>	<del>Cu. Yd.</del>		
44.	Trees	29	Each	688.70	19,972.30
45.	<del>Shrubs</del> Perennials, 1-GAL	<del>1010</del> 776	Each	41.35	32,087.60
46.	<del>Weed Fabric &amp; Bark</del> <del>Ground Covers/Perennials</del>	5730	Sq. Ft.	2.20	12,606.00
47.	Topsoil- Bed 18"	252	Cu. Yd.	36.75	9,261.00
48.	Irrigation System	100%	Lump	43,386.00	43,386.00
49.	<del>Raised Planters by Laundromat</del>	<del>100%</del>	<del>Lump</del>		
50.	CONCRETE SEATING ALLOWANCE	13	Cu. Yd.	1,492.20	19,398.60
51.	4" Concrete	480	Sq. Ft.	14.95	7,176.00
52.	Electrical Receptacles	12	Each	2,681.65	32,178.00
53.	Underground Branch Power	1	Lump	38,585.00	38,585.00
54.	Shrubs (2-gal)	133	Each	45.95	6,111.35
				Bid Total	2,034,312.30

Two Million Thirty-Five Thousand Nine Hundred Sixty-Eight Dollars & Thirty Cents

**END OF DOCUMENT**

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**Exhibit "G"**

**Self-Performing Work**

6/23/2023

**PROJECT:**

Vernal Zion's Block Improvements

Self-Performing work - Electrical